The Hong Kong Daily Press.

No. 4492 第四千四百九十二號 同治壬申年二月念六日 HONGKONG, WEDNESDAY, 3RD APRIL, 1872. 香港 英四月三號 禮拜三 [PRICE $2½ PER MONTH.

Arrivals.

April 2, SUNDA, Brit. str., 1,682, Gillson, Shanghai 29th March, General.—P. & O. S. N. Co.

April 2, AJAX, Brit. str., 1,549, Kidd, Shanghai 27th March, and Foochow 31st, General.—BUTTERFIELD & SWIRE.

April 2, DIAMOND CITY, Siam. bk., 262, N. P. Buchholdtz, Bangkok 25th February, 5,000 piculs Rice.—CHINESE.

April 2, ANNA BELLA, Brit. bk., 334, McDonald, Saigon 18th March, and Cape St. James 19th, 9,000 piculs Rice.—BORNEO CO. LIMITED.

April 2, THREE BROTHERS, Brit. bk., 383, F. Monnich, Saigon 15th March, and Cape St. James 16th, 9,000 piculs Rice.—CHINESE.

April 2, BOB TAIL NAG, Brit. sch., 170, Edwards, Saigon 15th March, and Cape St. James 16th, 4,700 piculs Rice.—CARLOWITZ & Co.

April 2, FRIENDSHIP, Siam. bk., 480, Klindt, Bangkok 21st February, Rice.—CHINESE.

April 2, HERTHA, North German corvette, 1,756, Koechler, Singapore 10th March, and Macao April 2nd.

April 2, HONGKONG, Brit. str., 1,221, Symington, Whampoa 2nd April, General.—SIEMSSEN & Co.

April 2, OTTAWA, Brit. str., 972, Hockin, Yokohama 26th March, General.—P. & O. S. N. Co.

Departures.

April 2, BOMBAY, str., for Yokohama.
April 2, MALACCA, str., for Shanghai.
April 2, UNITED SERVICE, str., for Saigon.
April 2, GALLEY OF LORNE, str., for Shanghai.
April 2, CHEOPS, str., for Saigon.
April 2, SIR J. JEEJEEBHOY, str., for W'poa.
April 2, OSCAR, for Whampoa.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, APRIL 2ND.

Radama, for Saigon.
Caroline Coventry, for Manila.
Landdrost Braun, for Tientsin.
Windhover, for Sydney.
Sir J. Jeejeebhoy, str., for Whampoa.

Passengers.

Per *Sunda*, str., from Shanghai.—
Mr. and Mrs. Coutts and 3 children, Mr. and Mrs. Mackenzie, Dr. Thin, Mrs. Gubbay and infant, Messrs. E. T. Holwell, Chevalier H. de Calice, T. Marmelstein and 3 native servants, and 46 Chinese.

Per *Ajax*, str., from Shanghai, &c.—
For Hongkong.—Comte de Chappedelaine, Messrs. Brandt, Oliver, Risch, and 1 Chinese deck.
For London.—Messrs. G. Lewis, Waters and servant, J. Battison, Macintyre, Blumberger, and 2 Japanese, and 1 deck.

Per *Ottawa*, str., from Yokohama.—
Mrs. Watt, Mr. Adams, 7 seamen of H.M.S. *Barrosa*, and 8 Chinese.

Reports.

The British bark *Three Brothers* reports left Saigon on 15th March, and Cape St. James on the 16th, had light Easterly winds and fine weather to the 1st instant, then fresh N.E. winds to arrival.

The British steamship *Ajax* reports left Shanghai on 27th March, and Foochow on the 31st; experienced moderate monsoon and thick weather, attended with rain throughout; steamship *Madras* left Foochow same day for Shanghai, with a cargo of poles.

The British steamship *Sunda* reports left Shanghai on 29th March, experienced moderate Northerly winds and fine weather the first part, latter part strong N.E. monsoon with thick rainy weather. Passed the steamship *Yesso*, on March 31st, off Amoy.

The Siamese bark *Friendship* reports left Bangkok on 21st February, had light Easterly winds and fine weather till the 1st instant, then N.E. monsoon to arrival.

The Siamese bark *Diamond City* reports left Bangkok on 25th February, had light airs and fine weather to arrival.

Vessels from Ports in China and Japan expected in Europe and America.

(*Corrected to Date.*)

FROM HONGKONG.

Vessel's Name.	For.	Date of Leaving
Taffaretto	Havre	Nov. 17
Elfin	London	Nov. 30
Ellida	Hamburg	Dec. 12
Hohenzollern	Falmouth	Jan. 10
Enterprise (s)	London	Jan. 17

FROM WHAMPOA.

Onward	London	Nov. 4
Birdston	New York	Nov. 7
Corea	London	Nov. 7
Orpheus	New York	Nov. 16
Allendale	Falmouth	Nov. 22
Rollo	London	Nov. 30
Early Morn	New York	Dec. 1
Sirene	New York	Dec. 6
Armin	New York	Dec. 21
Johann Carl	New York	Dec. 27
Carricks	London	Jan. 1
Ringleader	New York	Jan. 6
Puritan	New York	Jan. 26
Cathaya	London	Jan. 27
Ellen Munroe	New York	Jan. 27

FROM AMOY.

J. F. Erichsen	New York	Nov. 22
Catherine Fullerton	New York	Dec. 5
Agnes	New York	Dec. 5
Japan	New York	Dec. 22
Clementia	New York	Jan. 8

FROM FOOCHOW.

Devena	London	Nov. 2
Killarney	London	Nov. 3
Columbus	London	Nov. 3
Brockham	London	Nov. 21
Ino	Falmouth	Nov. 10
Reigate	London	Nov. 23
Gemini	Philadelphia	Nov. 23
Beemah	London	Nov. 29
Evangeline	New York	Dec. 5
Laurel	New York	Feb. 2

FROM SHANGHAI.

Havilah	New York	Nov. 8
Midnight	New York	Nov. 9
Victoria Nyanza	London	Nov. 13
Jeannie Louttit	New York	Nov. 15
Ailsa	London	Nov. 18
Lady Louise	New York	Nov. 21
Crest of the Wave	London	Nov. 21
Oleta	New York	Dec. 3
Adam Sedgwick	New York	Dec. 7
Borealis	London	Dec. 9
Miako	New York	Dec. 17
Lelia M. Long	New York	Dec. 20
Omba	New York	Dec. 23
S. G. Reed	New York	Jan. 4
Albert Victor	London	Jan. 6
Hampton Court	New York	Jan. 9
Chusan	New York	Jan. 25
Ocean	London	Feb. 7
Dilpuesund	New York	Feb. 13
Neville	London	Mch. 1

(*For continuation of Shipping Reports see third page.*)

Auction Sale To-day.

MARQUES & Co.
Sundry Articles.

Banks.

DEUTSCHE NATIONAL BANK AT BREMEN.

THE CAPITAL OF THIS BANK IS 15,000,000 THALER, OR £2,250,000, DIVIDED INTO 75,000 SHARES OF 200 THALER, OR £30 EACH, OF WHICH ONE HALF, OR 37,500 SHARES, REPRESENTING A CAPITAL OF 7,500,000 THALER, HAVE BEEN ISSUED.

THE Undersigned having been appointed Agents for the above Bank at this port and Shanghai respectively, are prepared to GRANT DRAFTS ON THE HEAD OFFICE, of the Bank at Bremen, direct, or payable at London.

MELCHERS & Co., *Hongkong.*
SIEMSSEN & Co., *Shanghai.*

tf 485 Hongkong, 9th March, 1872.

THE BANK OF CHINA.

CAPITAL—Tls. 2,500,000, in 25,000 Shares of Tls. 100 each;
Tls. 25 per Share payable on allotment, and the remainder in such sums and at such times as the Directors may determine, but so that at least three months' notice shall be given of every call;
WITH POWER TO INCREASE TO Tls. 5,000,000.

Provisional Committee.

O. C. BEHN, Esq., Messrs. W. Pustau & Co.
FRAMJEE HORMUSJEE, Esq., Messrs. Framjee Hormusjee & Co.
A. A. HAYES, JR., Esq., Messrs. Olyphant & Co.
C. J. KING, Esq., Messrs. Chapman, King & Co.
R. W. LITTLE, Esq., Messrs. Little & Co.
J. A. MAITLAND, Esq., Messrs. Thorne Brothers & Co.
D. REID, Esq., Messrs. Reid & Co.

Standing Counsel.
R. W. M. BIRD, Esq., *Barrister-at-Law.*

Secretary to the Provisional Committee.
JAMES GILFILLAN, Esq.

IT is proposed to establish in Shanghai a Limited Banking Company, with the above title, in the belief that there is not only room, but actual necessity, for the additional facilities which such an institution will afford to the large local, coasting, and foreign trade which centres in this port.

The great extension of steam communication both by sea and river, and the creation of telegraphic connections, since the existing Local Bank was founded, have greatly added to the importance of Shanghai, until it has become the great depôt or distributing point for the trade of Northern and Central China; but, while it seems desirable that Shanghai should be the head-quarters of the new Bank, and its direction on the spot where the principal interests are involved, a local Committee will be formed in Hongkong for the promotion of the undertaking there.

The success of other public companies in Shanghai and Hongkong, and the evidence of a large sum of money seeking investment in China, encourage the belief that the proposed Capital for this Bank will be readily subscribed; many influential native merchants have already come forward as active promoters and supporters of the undertaking, and the Committee look for a very valuable constituency from Chinese sources.

The legal constitution of the Bank is engaging the consideration of the Committee, and reference has been made to London and elsewhere for the best legal advice upon the subject; and it is understood that no Shares will be alloted, nor will operations be commenced until the necessary arrangements have been completed, when further information will be laid before intending Shareholders. In the meantime, applications for shares are invited, until the 15th April, 1872, but must be on the prescribed forms, which can be obtained from the Secretary.

By order of the Provisional Committee,
J. GILFILLAN, *Secretary.*

Shanghai, 17th January, 1872. [212

HONGKONG & SHANGHAI BANKING CORPORATION.
SUBSCRIBED CAPITAL 5,000,000 of Dollars.

Court of Directors:—
Chairman—T. PYKE, Esq.
Deputy Chairman—S. D. SASSOON, Esq.
E. R. Belilios, Esq. H. Melchers, Esq.
W. H. Forbes, Esq. G. F. Weller, Esq.
A. Jooat, Esq.
Wm. Lemann, Esq.

Managers:—
Hongkong—James Greig, Esq., Chief Manager.
Shanghai—David McLean, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent per annum on the daily balance.
On Fixed Deposits:—
For 3 months' 2 per cent. per annum.
" 6 " 4 " "
" 12 " 5 " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG, *Chief Manager.*

Offices of the Corporation, No. 1, Queen's Road East.
tf 1082 Hongkong, 16th February, 1872.

SINGING CLASSES.

LADIES and GENTLEMEN desirous of joining an ELEMENTARY SINGING CLASS, under the direction of Mr. A. SINGER, will please forward their names to him, care of the *Daily Press* Office, or 23, Hollywood Road.

Also,

Those desirous of forming a GLEE and MADRIGAL CLASS, will be good enough to do likewise.

Both the above classes will commence in the first week of February. Terms on application.
tf 173 Hongkong, 25th January, 1872.

DENT & CO.'S ESTATE.

A FOURTH DIVIDEND of Two per cent. on all Claims against the above Estate admitted by the Trustees, will be paid at their Office, No. 7, Pedder's Hill, on the First Day of August next.
tf 1100 Hongkong, 27th June, 1871.

Intimations.

THE MERCHANTS' MARINE INSURANCE COMPANY (LIMITED.)

HEAD OFFICE—1, ROYAL EXCHANGE BUILDINGS, LONDON.

Bankers.
THE NATIONAL BANK OF SCOTLAND, Nicholas Lane, London, and its Branches.
Underwriter. JOHN JOSEPH TIDD. *Secretary.* JOSEPH ANGUS.

DURING each year it is proposed to pay the Shareholders, Half-yearly, upon their paid-up Capital, interest at the rate of 5 per cent. per annum; and, so soon as practicable after the expiration of each year, a Profit and Loss Account will be made up, showing the results of the business, due provision being made for all outstanding risks.

Out of the Profits will first be paid an additional 5 per cent. on the paid-up Capital, making, with the interest to be paid, as explained above, 10 per cent. to the Shareholders.

Before any further division of Profits takes place amongst the Shareholders, one-fourth, say 25 per cent. of the residue, will be rateably divided amongst those Insurers out of whose business Profits have been made during the year.

The undersigned, having been appointed Agents for the above Company at this Port, Shanghai, Foochow, Hankow, and Yokohama, are prepared to accept Marine Risks at current rates.

GILMAN & Co., *Agents.*
tf Hongkong, 20th November, 1871.

CHINESE INSURANCE COMPANY, (LIMITED).

ADJUSTMENT OF BONUS FOR THE EIGHT MONTHS ENDING 31ST DECEMBER, 1871.

SHAREHOLDERS in the above Company are requested to hand to the undersigned, before the 1st March next, a List of their Contributions for the year ending 31st December, 1871, in order that the distribution of 33⅓ per cent. of the nett profits reserved for Contributors may be ascertained.

Should any Shareholders fail to make the returns above described, their Accounts will be made up in conformity with the Books of the Company.

By order,
OLYPHANT & Co., *General Agents.*
tf 34 Hongkong, 4th January, 1872.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or on Goods stored therein.

DOUGLAS LAPRAIK & Co.
tf 717 Hongkong, 9th November, 1868.

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

REDUCTION IN RATES ON CHINESE RISKS.

ON and after the 15th instant, the minimum rate for the insurance against Fire of Chinese Premises in this Colony will be reduced to Two per cent. per annum.

JARDINE, MATHESON & Co., *General Managers, Hongkong Fire Insurance Co., Limited.*
tf 1997 Hongkong, 14th November, 1870.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON.
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

A. McIVER, *Agent.*
tf Hongkong, 1st July, 1867.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

THIS Company grants Policies on Marine Risks to all parts of the World at current Rates.

In addition to the usual brokerage, and to a return as heretofore of 30% of the annual Nett Profits of the Company made pro rata on all Nett Premia contributed, a further Bonus out of the said Profits may be declared, payable in a like manner to such Contributors only, as at the time of contributing business on and after the 1st January, 1872, shall be registered as Shareholders, in the Company's Books.

WM. PUSTAU & Co., *Agents.*
tf 1402 Hongkong, 2nd January, 1872.

NOTICE.

IMPERIAL FIRE OFFICE.

FROM and after this date the following rates will be charged SHORT PERIOD Insurances, viz:—

Not exceeding Ten days ⅛ of the annual rate
Not exceeding 1 month ¼ of the annual rate
Above 1 month, and not exceeding 3 " ½ do. do.
Above 3 months and not exceeding 6 " ¾ do. do.
Above 6 months the full annual rate.

GIBB, LIVINGSTON & Co., *Agents, Imperial Fire Insurance Company.*
tf 675 Hongkong, 13th August, 1869.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

THIS Company, with its Head Office at Hongkong, and Agencies at the various Treaty Ports in China and Japan, is prepared to issue Policies of Insurance, at the current rates of Premium at the respective places.

AUGUSTINE HEARD & Co., *Secretaries.*
tf 557 Hongkong, 1st April, 1871.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.
tf 1958 Hongkong, 15th October, 1868.

NOTICE.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

FROM this date, there will be no fee charged for Policies issued by this Company.

AUGUSTINE HEARD & Co., *Secretaries.*
tf 1877 Hongkong, 1st November, 1871.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies against Sea Risks at current rates.

RUSSELL & Co.
tf 1022 Hongkong, 1st April, 1865.

G. W. COLLINS, SHIP CHANDLER, *TAKU.*

Shipping supplied on most reasonable Terms.
3m 65] [Jan. 9

A. BORG, TINNER AND GALVANIZER, 97, *WANCHAI ROAD,*
IRON, CHAIN, PIPES, AND ALL KINDS OF IRON WORK GALVANIZED,
ON REASONABLE TERMS.
tf 226] [Feb. 1

Auctions.

GENERAL WEEKLY SALE.

MARQUES & Co. will sell by Public Auction,

THIS DAY,
the 3rd April, 1872, at noon,
At their Sales' Rooms, Queen's Road,—

An extensive invoice of PERFUMERY, consisting of Violet HAIR OIL, EAU DENTIFRICE, Assorted SOAPS, Vegetable EXTRACTS, Vegetable WATERS, Assorted HAIR OIL, EAU DE COLOGNE, &c., &c.

Also,

Wine GLASSES, TUMBLERS, India Rubber COMBS, TOWELS, COUNTERPANES, Assorted WINES, &c., &c.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
617 Hongkong, 2nd April, 1872.

PUBLIC AUCTION.

THE Undersigned will sell by Public Auction,

TO-MORROW,
the 4th April, 1872, at noon,
At his Sales Rooms, Queen's Road,—

An Invoice of Preserved MEATS, Grimwade's dessicated MILK, Durham MUSTARD, Worcestershire SAUCE, PEARL BARLEY, Scotch OATMEAL, TAPIOCA, HAMS, and CHEESE.
Cases American TOBACCO.
Australian BUTTER.
50 Casks PORTER, in Pints and Quarts.
200 Boxes Yellow SOAP.
An Invoice of White HANDKERCHIEFS, assorted Sizes.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.

J. M. ARMSTRONG, *Auctioneer.*
619 Hongkong, 3rd April, 1872.

PUBLIC AUCTION.

LAMMERT, ATKINSON & Co. have received instructions to sell by Public Auction,

TO-MORROW,
the 4th April, 1872, at 3 o'clock P.M.
At Messrs. J. MCDONALD & Co.'s Yard, (Wanchai),—
(For account of the concerned),

2 LIFE BOATS, complete, with Masts, Sails, Oars, and Water Casks, &c.
Formerly belonging to the British barque *Doon.*

TERMS OF SALE.—Cash before delivery in Mexican dollars weighed at 7.1.7.
620 Hongkong, 3rd April, 1872.

PUBLIC AUCTION.

MACHINERY, IRON, &c.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, on

THURSDAY,
the 11th April, 1872, at 11 o'clock A.M.
At the Godown of Messrs. LANDSTEIN & Co., No. 4, Wanchai,—

3 Drilling MACHINES.
1 powerful plate Bending MACHINE.

And,

At 213, Queen's Road East, at noon,—
Boiler TUBES, from 2¼ inch to 3¼ inch Diameter, and from 7 feet to 14 feet long.

Also,

Bar, Plate, and Sheet IRON, Lowmoor IRON, STEEL PLATE suitable for Springs.
T-IRON, from 2 inch to 3 inches.
2 Tons Corrugated IRON, with Rivets, Burrs, and Screws to Suit.
RIVETS of lengths from ¼, ⅜, ½, ⅝ to ¾ inch.
Sheet BRASS, ⅛ to ⅜ inch Thick by 4 feet Square.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. The lots, with all faults and errors of descriptions, at purchasers' risk on the fall of the hammer.
607 Hongkong, 1st April, 1872.

PUBLIC AUCTION.

THE Undersigned will sell by Public Auction, by order of the Governor of Hiogo, on

SATURDAY,
the 27th April next, at the Western Custom-House, Kobe, at 11 o'clock in the forenoon,—
The Paddle-Wheel Steamer
"NAUTILUS,"
1,640 Tons Register.

Built in New York in 1866, by Messrs. JEREMIAH SIMONSON & Co., for the New York and Philadelphia Steamboat Company, and adapted for either Sea or River use.

The *Nautilus* is 262 feet long, 40 feet beam, 69 feet extreme breadth, and 15 feet depth of hold; has Upper Between Decks 8½ feet high. Is heavily Copper fastened to 11 feet draught, and above that fastened with Galvanised Iron plugged. Has seven sets or course of keelsons, 14 in. by 24 in. Floors of White Oak moulded 18 in. and spaced 24 in. from centre to centre. Four Water-tight bulkheads. Open sponsons running forward and aft from the wheels, which are 30 feet diameter and 10 feet length of bucket. One Beam Engine by Messrs. FLETCHER, HARRISON & Co., Cylinder 62 in. diameter and 12 feet stroke; two Flue Boilers, each 29 ft. long and 13 ft. face, with three Furnaces to each Boiler, making ample steam on natural draft; makes 22 revolutions on 25 lbs. steam, on a consumption of under one ton coal per hour, averaging 12 nautical miles.

The *Nautilus* was additionally strengthened last year by a diagonal frame of Kiaki, with through bolts, at an outlay of $12,000; schooner rigged, thoroughly well found, and in excellent condition, only requiring coal to proceed at once to sea.

Also,

The well-known Iron Paddle-Wheel Steamer
"VULCAN,"
198 Tons Register.

Built on the Clyde in 1863, under special survey, for the China and Japan Steam Navigation Company.

Length, 130 feet; beam, 22 feet; depth, 10 feet 5 in. Carries a large cargo on very light draft of water. Has two surface condensing disconnecting engines, by Messrs. JAMES HOWDEN & Co., 90 H.P. nominal; patent feathering floats.

The *Vulcan* has lately undergone extensive repairs to her boilers, &c., and only requires small outlay to complete the vessel for sea. The Hull is of extra strength, with heavy Angle Iron Frames, &c.

Also,

The Iron Screw Steamer
"KIOTO,"

Of about 60 tons. Built in Shanghai about 1864, for the Peiho River trade.

Length, 81 feet; beam, 16 feet 6 in.; depth, 7 feet. Carries large cargo on very small draft of water, and is well adapted for a Steam Lighter, &c.

The above-named Vessels will be sold as they now lie in the Harbour of Kobe, with all their Stores, Gear, Fittings, &c., on board.

For all further particulars, conditions, and terms of sale, cards to view, &c., apply to

JOHN MARSHALL, *Harbour Master.*

Foreign Office, Hiogo, March 19th, 1872. [3w 622

FOR SALE.

A FEW COPIES of WILLIAMS' MIDDLE KINGDOM.
Apply to LONDON MISSION PRESS, 22, *Aberdeen Street.*
14d 564 Hongkong, 23rd March, 1872.

WANTED.

A SITUATION in a Mercantile Office or Bank at any of the Ports of China, Shanghai or Yokohama preferable, by one who has great experience as a Book-keeper; writes a good hand, and can undertake corresponding on business matters.

Apply to E. V. C., care of the Editor of the *Daily Press.*
tf 1708 Hongkong, 6th October, 1871.

Auction.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

MONDAY,

the 8th day of April, 1872, at Noon, on the Premises, by order of the Mortgagee, under a power of sale contained in the deed of Mortgage,—

All that Piece or Parcel of GROUND, situated in Taipingshan, between East and Square Streets, and registered in the Land Office as Inland Lots Nos. 244 D and 244 E, with the HOUSES erected thereon.

For further particulars, apply to the undersigned.

TERMS OF SALE.—One-half of the purchase money to be paid on the fall of the hammer, and the balance on completion of the Deed of Transfer, the expense of which to be paid by the purchaser.

Property to be at the risk of the purchaser from the fall of the hammer.

J. M. ARMSTRONG, *Auctioneer.*
593 Hongkong, 30th March, 1872.

HONGKONG RICE MILLS.

NOTICE.

THE undersigned having taken over the premises heretofore known as the WEST POINT RICE MILLS, and the spacious Godowns attached thereto; and having added the most approved Machines for cleaning and polishing Rice, is prepared to fill orders for all descriptions and qualities of cleaned and polished Rice at short notice. Special attention will be given to selecting and perfectly cleaning Rice for the California and Australian markets.

The business will be carried on under the firm and style of BATTLES & Co.

WM. WARD BATTLES.
tf 559 Hongkong, 21st March, 1872.

FOR SALE AT CANTON.

AT a meeting of the shareholders of the HAN TIK COTTON YARN COMPANY, held this day, it was resolved to sell the plant of Machinery owned by them, consisting of Cotton Gin, Willey, Lap Machine, 12 Cards, Railway and Railway Head, 2 Drawing Frames, Speeder, Stretcher, 10 Spinning Frames of 128 Spindles each, Boiler, Engine, Hangers, Shafting, Pulleys, Belting, Bobbins, Reels, &c., &c., all complete, and in order and capable of making 400 lbs. of Yarn per day of 10 hours, and costing in Canton $22,500 before being set up.

Tenders for purchase will be received, up to the 10th proximo, by the undersigned at Canton, or by Mr. JOHN M. FORBES, Jr., of Messrs. RUSSELL & Co., Hongkong.

D. VROOMAN & Co.
14d 588 Canton, 25th March, 1872.

TO BE LET.
From 1st April,

AN OFFICE over the HONGKONG DISPENSARY.
1m 515 Hongkong, 14th March, 1872.

TO LET.

HOUSE No. 12, Shelley Street. Apply to
ROZARIO & Co.
1m 482 Hongkong, 9th March, 1872.

TO LET.

NO. 1, Pechili Terrace, Elgin Street. Apply to
LANE, CRAWFORD & Co.
tf 467 Hongkong, 7th March, 1872.

TO LET.
With immediate possession.

THOSE desirable PREMISES on the Ground floor of the Hongkong Hotel, particularly adapted either for a store or for offices.

For further particulars, apply to
THE MANAGER.
tf 458 Hongkong, 6th March, 1872.

HOUSES TO LET.

IN various Parts of Hongkong. A list of HOUSES with size, locality and terms can be seen at the Store of Messrs. BLACKHEAD & Co., Queen's Road West.

BARRINGTON & ALGAR.
tf 3[illegible]1 Hongkong, 20th February, 1872.

TO LET.
From the 1st of March next.

THAT commodious and well-known BUNGALOW, situated in the Albany, (in the rear of Mr. W. H. ALEXANDER'S house), at present occupied by Messrs. HUGHES and BOTTOMLEY, containing six rooms, with Bath-rooms, Out-offices, and a three-stalled Stable, and having a splendid Garden all round the premises.

For particulars, apply at No. 16, *Lyndhurst Terrace.*
tf 301 Hongkong, 14th February, 1872.

TO LET.

A BED-ROOM, with BATH-ROOM and VERANDAH attached.

Also,

A TWO-STALLED STABLE and COACH-HOUSE.

Apply at 23, Hollywood Road.
tf 288 Hongkong, 12th February, 1872.

TO LET.
(Possession from 1st March next.)

THE HOUSE No. 7, West Terrace, Castle Road. Apply to
J. P. DA COSTA.
tf 224 Hongkong, 1st February, 1872.

TO LET.
(With immediate possession).

THAT highly desirable and commodious Family residence, "FAIRLEA," situated in Bonham Road West, and formerly in the occupation of ROBERT MCMURDO, Esq. There are 12 Rooms, 3-Stalled stable, Coach-house, Harness Room, large Kitchen Garden, and Pleasure Grounds, Gas and Water laid throughout. Apply to

ED. SHARP & TOLLER, *Solicitors.*
tf 172 Hongkong, 25th January, 1872.

TO LET.
(With possession on or about the 1st January, 1872).

THE PREMISES in Wyndham Street, now occupied by the "German Club." Water and Gas laid on. Apply to

WILSON & SALWAY, *Architects, &c.*
tf 1846 Hongkong, 27th October, 1871.

TO LET.
(With possession on 1st January, 1871).

THAT very desirable BUNGALOW, situate at *Pokfoolum*, and known as "BELMONT," at present in the occupation of J. MENKE, Esq. Bowling Alley, Coach House, 4-stalled Stable, &c., attached. Water laid on. Apply to

GILMAN & Co.
tf 2182 Hongkong, 17th December, 1870.

TO LET.

FIRST-CLASS Granite GODOWNS, at *Wanchai*, from 12 to 30,000 piculs capacity. Apply to

S. E. BURROWS & SONS.
tf 1770 Hongkong, 17th September, 1869.

TO LET.

A COMMODIOUS HOUSE, No. 23, situated in Elgin Street. Possession can be obtained from 16th January. Apply to

D. NOWROJEE & Co., Opposite to ORIENTAL BANK.
tf 23 Hongkong, 3rd January, 1872.

TO LET.
With possession on 1st January.

THE PREMISES in Queen's Road, now in the occupation of Messrs. SCHELLHASS & Co. Apply to

DOUGLAS LAPRAIK & Co.
tf 7 Hongkong, 1st January, 1872.

TO LET.

FIRST-CLASS Granite GODOWNS, at Wanchi. Apply to

ROB. S. WALKER & Co.
tf 41 Hongkong, 9th January, 1871.

Intimations.

THE CHINESE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN Extraordinary GENERAL MEETING of Shareholders will be held at the registered Office of the Company, situated at No. 99, Praya, Victoria, Hongkong, on SATURDAY, the 13th day of April, 1872, at three o'clock P.M., for the purpose of confirming such special Resolutions as may be passed at the Extraordinary General Meeting of the 23rd March, 1872.

By Order,
OLYPHANT & Co., *General Agents.*
Hongkong, 31st January, 1872. [tf 245

THE HONGKONG PIER AND GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given, that the ORDINARY YEARLY MEETING of the Shareholders of this Company will be held at its Temporary Office, 7, Pedder's Hill, Hongkong, on SATURDAY, the 20th April next, at half-past 2 o'clock P.M.

By order of the Board,
MICHAEL MOSS, *Secretary.*
22d 596 Hongkong, 28th March, 1872.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

IN conformity with the Special Resolutions adopted and confirmed at the Extraordinary Meetings of Shareholders held on the 1st and 15th instants, altering Clauses Nos. 130, 131, 132, and 133 of the Articles of Association, (such changes to take effect from 1st November, 1871), the Net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (2/3rds) to *all contributors*, whether shareholders or not, in proportion to the net amount of premia contributed by each.

One-third (1/3rd) to Shareholders generally, according to the number of shares held by each.

AUGUSTINE HEARD & Co., *General Agents.*
tf 314 Hongkong, 16th February, 1872.

NORTH CHINA INSURANCE COMPANY, 1869-71.

NOTICE is hereby given, that a Fifth Dividend of Tls. 100 per Share will be paid to Shareholders at the Oriental Bank, Shanghai, on and after FRIDAY, the 22nd instant.

By order of the Court of Directors,
HERBERT S. MORRIS, *Secretary.*
tf 556 Shanghai, 18th March, 1872.

NORTH CHINA INSURANCE COMPANY.

NOTICE.

SHAREHOLDERS are invited to furnish a statement of the net Premia attaching to their shares for the term 1869-71, before the 1st May next, after that date the adjustment of the bonus due to contributors will be made according to the books of the Company.

By order of the Court of Directors,
HERBERT S. MORRIS, *Secretary.*
tf 538 Hongkong, 18th March, 1872.

NORTH CHINA INSURANCE COMPANY.

MR. DOUGLAS JONES is authorised to sign Policies, and act on behalf of the above company at Hongkong, from this date.

By order of the Court of Directors,
HERBERT S. MORRIS, *Secretary.*
tf 586 Shanghai, 21st March, 1872.

NOTICE.

OFFICE OF THE HONGKONG PIER & GODOWN COMPANY, LIMITED.
7, PEDDER'S HILL, 16th March, 1872.

MR. MICHAEL MOSS has been appointed SECRETARY of the HONGKONG PIER & GODOWN COMPANY, LIMITED, and assumes charge from this date.

By order of the Directors,
N. B. DENNYS, *Acting Secretary.*
tf 526]

HONGKONG AND CHINA GAS COMPANY, LIMITED.

DURING the temporary absence of the undersigned, Mr. W. D. AUTEY has been appointed Acting Manager.

A. NEWTON, *Manager.*
tf 561 Hongkong, 22nd March, 1872.

MR. H. J. SMITH and Mr. F. RAPP have been admitted partners in our firm from the 1st September, 1871.

F. BLACKHEAD & Co.
tf 613 Hongkong, 1st April, 1872.

MR. ERNST FUNFGELD is authorized to sign our firm, per procuration, from this date.

GRÜN & Co.
tf 612 Hongkong, 1st April, 1872.

MR. CARDROSS GRANT is authorized to sign our firm from this date.

BRADLEY & Co.
tf 608 Swatow, 30th March, 1872.

MR. CARL RICHARD HEERMANN and MR. JULES KEISER have been admitted Partners in our firm.

CHS. J. GAUPP & Co.
2m 557 Hongkong, 1st March, 1872.

NOTICE.

THE Interest and Responsibility of Mr. EMANUEL ULLMANN ceases from this day, by mutual consent, and I shall carry on the business, as hitherto, under the same style and firm.

MORIS ULLMANN.
Hongkong, 9th March, 1872.

P.S.—Mr. MORIS ULLMANN will not be responsible for any debts contracted by Mr. EMANUEL ULLMANN, either on his private account or on account of the firm. tf 483

NOTICE.

MR. H. SEYMOUR GEARY, Mr. TOBIAS FIM, and Mr. JOHN F. SEAMAN, Jr., are this day admitted partners in our firm in Hongkong and China.

OLYPHANT & Co.
tf 1 Hongkong, 1st January, 1872.

MR. THOMAS PICKERING DROWN is a partner in my business from this day, which will in future be conducted under the Style or Firm of E. VINCENT & Co.

E. VINCENT.
tf 1676 Swatow, 2nd October, 1871.

NOTICE.

MR. WILLIAM HENRY MOORE and MR. OTTO FRIEDRICH, have this day been admitted partners in our firm.

LAMMERT, ATKINSON & Co.
tf 1258 Hongkong, 30th June, 1870.

THE interest and responsibility of Mr. J. A. KOCK in our firm, ceased on the 28th of July by mutual consent, and we shall carry on our business, as hitherto, under the same style.

J. SMITH & Co.
tf 1410 Chefoo, 6th August, 1871.

THE undersigned have established themselves as Merchants and Commission Agents at this port, under the Firm or Style of FREWIN & Co.

HENRY FREWIN.
EDWARD HERTON.
tf 17 Swatow, January 1st, 1872.

NOTICE.

MR. WILLIAM ABBOTT TURNBULL is authorised to sign our firm from this date.

BIRLEY, WORTHINGTON & Co.
tf 829 Shanghai, 1st May, 1871.

Intimations.

THEATRE ROYAL, CITY HALL, HONGKONG.

THE MEMBERS of the AMATEUR DRAMATIC CORPS of Hongkong will have the honor of giving their THIRD PERFORMANCE this Season, at the above Theatre, on

THURSDAY EVENING,
THE 11TH INST.,

when will be presented an original comedy, in three Acts, by T. W. ROBERTSON, Esq., entitled,
"CASTE."

Hon. Geo. D'Alroy	Mr. ROXBY.
Captain Hawtree	Mr. HOCKEY.
Eccles	Mr. KEITH.
Sam Gerridge	Mr. BALLANTON.
Dixon	Mr. P. P. CONGE.
The Marquise de St. Maur	Mrs. FITZHUSHINGTON.
Polly	Miss SIWEL.
Esther	Miss EDITH VERNON.

Doors open at 8.30; performance to commence at 9 o'clock.

PRICES OF ADMISSION.

Boxes	$15
Stalls	2

A plan of the Theatre may be seen at Messrs. LANE, CRAWFORD & Co.'s, on and after Monday, the 8th inst., where tickets may be obtained and Seats Secured.

621 Hongkong, 3rd April, 1872.

KO SHING THEATRE.
6, *Queen's Road West.*

THE MIKADO TROUPE of JAPANESE ARTISTS will give their first Grand Performance, TO-DAY, April 2nd, (Afternoon and Evening) and every day until further notice.

Commence at 2 P.M. afternoon, Evening at 7.30.

Private Seats for Europeans $1

614 Hongkong, 1st April, 1872.

FOR PORTLAND (OREGON).

THE American Barque
"GARIBALDI,"
Capt. Noyes, having a great portion of her Cargo engaged, will have immediate despatch for the above port.

For Freight or Passage, apply to
ROZARIO & Co.
tf 618 Hongkong, 3rd April, 1872.

NO. 2 CIGARS, Fortin, May 1871.
do. do. Sanday, May 1871.
do. do. Fortin, November 1871.
do. do. Bilibid, October 1871.
No. 2 CHEROOTS, Cavite, December 1871.

REYNOLDS & Co.
tf 606 Hongkong, 1st April, 1872.

FOR SALE.

RELIABLE VACCINE LYMPH, in quantities of not less than 1 Dozen Tubes, can be had AT THE HONGKONG DISPENSARY.
tf 530 Hongkong, 16th March, 1872.

FOR SALE.

THE American Steamer
"YOKOHAMA MARU,"
591 Tons Register, Built in New York, in 1863.
Carrying capacity, 6,000 Piculs dead weight, exclusive of coal.
Coal Bunkers, 125 Tons.
Draft of water, 13 ft., deep load line.
Engines, direct acting vertical.
Cylinders 26 by 26.

For further particulars, apply to
RUSSELL & Co.
tf 576 Hongkong, 26th March, 1872.

FOR SALE,
Ex Steamer "Vixen."

5 CASES Geisenheimer ROTHENBERG, 1865, $14 a case.
10 cases Hochheimer DOMDECHANEY, 1865, $18 a case.
10 cases LIEBFRAUENMILCH, 1857, $20 a case.
10 cases Steinberger CABINET, 1865, $26 a case.
5 cases Rüdesheimer BERG, 1865, $17 a case.

The Wines being of a superior quality.
20 cases Quarts, de St. Marceaux & Co. Champagne, CARTE BLANCHE.
30 " Pints, do. do. do.

HESSE & Co.
tf 581 Hongkong, 27th March, 1872.

HONGKONG,
No. 10, QUEEN'S ROAD CENTRAL.

J. C. KRUSE,
WHOLE SALE AND RETAIL TOBACCONIST, JEWELLER, AND DEALER IN FANCY ARTICLES.

Notices to Consignees.

S. S. *HINDOSTAN*, FROM CALCUTTA, PENANG, AND SINGAPORE.

CONSIGNEES of Cargo by the above-named steamer are hereby requested to send in their Bills of Lading to the undersigned for countersignature, and to take immediate delivery of their Goods, failing which the same will be landed and stored at their risk and expense.

DAVID SASSOON, SONS & Co.
5d 616 Hongkong, 1st April, 1872.

BRITISH BARQUE *BOYNE*, FROM LONDON.

CONSIGNEES of Cargo by the above vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

GILMAN & Co., *Agents.*
tf 601 Hongkong, 30th March, 1872.

CONSIGNEES per O. S. S. Co.'s steamer "*Priam*," are hereby notified that the cargo is being discharged into Craft, and landed at the Godowns of the undersigned, in both cases it will lie at Consignees risk. The cargo will be ready for delivery from Craft or Godown on and after the 27th March, 1872.

Goods undelivered after 3rd April, 1872, will be subject to Rent.

Bills of Lading will be countersigned by
BUTTERFIELD & SWIRE, *Agents.*
7d 590 Hongkong, 23th March, 1872.

BRITISH STEAMER *VIXEN*, FROM LONDON, &c.

CONSIGNEES of Cargo by the above steamer are hereby informed that their Goods are being landed and stored, at *their risk*, into the Godowns of Messrs. NORTON, LYALL & Co., whence delivery may be obtained. Goods remaining undelivered after the 16th instant will be subject to rent.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.
tf 480 Hongkong, 9th March, 1872.

THE following Cargo have been landed and stored at the M. M. Co.'s Godown, at the risk and expense of the Consignees, who are requested to take immediate delivery. (*No Fire Insurances have been effected on the following.*)

Ex S. S. "Donnai."
A A, 415, 1 case, addressed August Algar.
Ex S. S. "Peiho."
W & R (in double triangle,) 850/899, 1 parcel Samples.
Ex S. S. "Meikong."
C N J (in diamond), 22 bales Waste.
Ex "Copernic," per "Hoogly."
CPA in diamond ... 14 Bales Cotton.
HAE " ... 11 " "
Ex "Delta," per "Tigre."
SH (in diamond), ... 67 cases Wine, &c.

A. CONIL, *Principal Agent.*
481 Hongkong, 28th March, 1872.

The delivery of the *Daily Press* from this office commenced on Tuesday morning at 9.37, and the last messengers left the office at 9.57.

The Daily Press.

HONGKONG, APRIL 3RD, 1872.

ALTHOUGH we are not supporters of the gambling system in Hongkong or of the Coolie traffic from Macao, and have commented without reservation upon both these measures, we cannot but think that a great mistake has been make in the course of the debate in the House of Commons on the Coolie traffic, by mixing up these two questions, and endeavouring to make it appear that the Coolie trade is dependent upon the gambling. There are many evils which result from the licensing system, but surely it is going too far to say that the Coolie traffic is one of them. Of course a great effect could be made in the House of Commons by speeches embracing two such topics, but how the members who spoke contrived to fall into the error of considering them necessarily connected is rather difficult to understand. The only absolute point of connection between them, with which we are acquainted, is the mind of Chief-Justice SMALE, whose strong aversion to both is proverbial. It cannot, however, be proved that any coolies, who have shipped from Macao, have been induced to do so in consequence of gambling; and to make the case good, this point would have to be established. It may possibly have been the fact in some instances, but certainly such cases are not numerous and are known to few, if any, of the residents here.

The chief evils of the gambling system lie in an entirely different direction, and they would have been far better disclosed if the debate on the subject had been, as suggested by our London correspondent, upon the government of Hongkong generally. Apart altogether from the special reasons which naturally suggest themselves against the Government giving its countenance to an immoral practice, we have always opposed gambling on account of the demoralising effect which it is calculated to have on the general administration of the colony. One of the most important reasons against it is its tendency to make the Government dependent for information with regard to criminals upon a class of men who cannot be trusted with such responsibility. The gambling farmers have been looked to as the best source of information of this kind, and have practically been allowed to take the place which should properly be occupied by a well organised detective force. This was looked upon by Sir RICHARD MACDONNELL as one of the best features connected with the system; and, though he was perhaps justified in taking this view, judging by the limited lights which he had on first assuming the government of this Colony, there can be little doubt that this was a mistake, and we question whether when the full state of affairs is displayed, as it will be, by the report of the Police Commission, His Excellency himself will not be disposed to place less faith in views which a fuller knowledge of the nature of the Chinese population would probably have led so shrewd an observer to doubt at the time, as he has since doubted the objects and status of the Chinese Hospital.

It is against this special working of any such system as that under which the gambling licenses were granted that the Government of the Colony should be more especially on its guard; and it is for this reason that the arrangements which have now been made for the suppressing of gambling, in which the Police are set aside, and the native informants of the Colonial-Secretary and the Captain Superintendent are exclusively relied upon, is to be condemned. As a temporary expedient there may be some excuse for it; but it must obviously be worse than useless, if relied upon permanently. Under the circumstances existing, the Governor may be held justified in doing the best he can towards making a commencement in putting down gambling; but it is most important that the true nature of the measures now in force should be clearly understood, so that the plan may not be relied upon permanently. It would indeed be extremely satisfactory if Sir RICHARD should see fit to explain to the public what he has done in the matter. The question would be an appropriate one to be made by some of the non-official members of the Legislative Council, and it would be undoubtedly of great advantage towards the ultimate solution of the matter, if that course were adopted.

A Home telegram will be ready for delivery at 5 p.m.

The Band of H. M.'s 10th Regiment will not play at the Public Gardens to-day, in consequence of the Garrison Sports which are to take place.

Yesterday, the various turnkeys of the gaol were sworn in as special constables, a measure suggested by Mr. Douglas, in order that they might be able to arrest Chinamen found giving things to the prisoners when taken out, and to be of service in cases where there may not be any other constable at hand. The measure will doubtless prove a useful one.

The judgment which is given by the Acting Judge of the Summary Court in the case of Sayle & Co. v. Melchers, is well worthy of perusal by those who are in the habit of obtaining goods by Steamers via Suez. Though it does not actually establish a precedent, it shows that at all events in some cases steamers will subject themselves to damages if, even with strong reserving clauses in the bills of lading, they go so far as to carry goods past their port of destination, and cause loss to the consignee by the delay.

We are sorry to state that the present proprietor of the Hongkong Rice Mills has met with a somewhat disheartening reverse to his efficient establishment, through our friends the white ants. It appears that on Monday afternoon, at 4 p.m., the roof and upper floor of the premises gave way, with a well stored stock of rice, valued at about $10,000, which was there for cleaning, and carried with it the floors beneath to the ground below, falling on to the boiler and engine, and then carrying away the machinery, &c. Had it not broken off the main feed pipe an explosion of the boiler must have ensued, as all access to the valves was cut by the falling timbers and rice, and before they could have been cleared, something serious would have happened. As it is, luckily no lives were lost, as a timely warning was given. The debris is now being cleared away for new buildings, which must stop the work for a time.

COURT OF SUMMARY JURISDICTION.

BEFORE THE HON. T. C. HAYLLAR.

SAYLE & CO. v. MELCHERS & CO., $50.00.—His Honor gave judgment in this case, which was heard last week. The evidence, he said, was very short, and simply showed that a case of goods sent out through the Suez Canal by the *Gordon Castle*, had been carried up the coast, and was not, in fact, delivered till about six weeks after she left this. The question arose whether this was a Common Law question depending on the general duty of carriers to deliver goods with reasonable expedition. As a juryman, he did not think there had been reasonable expedition; but he would return to that presently. The defence rested on the particular wording of the bill of lading, which contained exceptions much longer than usual, and covered larger risks than were ordinarily covered. The words especially relied on were those which excepted error in judgment, neglect or default of pilot, master, &c., whether in navigating the ship or otherwise. There was another clause providing that if prevented from discharging by weather the captain might carry the goods to the next convenient port for transhipment. Now there was no question as to the weather, and Mr. Sterry had made a remark on that clause which he thought had considerable bearing on the case, namely, that it raised an inference that they were not to be prevented from discharging by anything else. But in reality the defence rested on the former paragraph concerning error in judgment, default of pilot, &c., "whether in navigating the ship or otherwise." Now to a certain extent the carrying the goods away was an error in judgment not "in navigating the ship," but "otherwise." He had looked into the cases on bills of lading, and although it was clear the words would cover a risk in harbour, still all the words should be taken in connexion with the context. The "error in judgment" "otherwise" must be, he thought, something *ejusdem generis* with that "in navigating the ship," and it would appear to refer not to risk of this kind, but to something taking place on the outward voyage or delay in the harbour. But the bill of lading was to carry the goods to Hongkong, and therefore all the risks covered by it were either in Hongkong or on the voyage out. But when the ship carried the goods from the port he did not see how the risk could be covered. She had liberty to call at any ports on the voyage to Hongkong, but she had since made a voyage to Shanghai and back. He did not think that kind of negligence or error in judgment was contemplated. He thought six weeks an unreasonable delay, and the plaintiffs were entitled to some damages. How much did Mr. Sterry really claim?

Mr. Sterry said he did not want anything so long as he got his verdict.

His Honor said in that case he would say $5. Something had been said about the case being one of principle; but the only principle established by it was under the actual circumstances of this case. There might be numbers of cases where the risk would be covered by the bill of lading.

Mr. Sterry requested his Honor to send the $5 to the poor-box.

HASSUN VISRAM v. B. DAVECURN, $44.50.—Plaintiff said his witness had not returned from Canton.

His Honor did not think it likely that any witness would convince him against the evidence of Mow-sing, who was a disinterested party. He would give judgment for the defendant, with leave to apply for a re-hearing within a month.

J. C. KRUSE v. C. L. VOLKMANN.—$19.75, balance of account. Defendant absent. Judgment for the amount claimed.

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY v. F. G. SCHMIDT.—$160.00.—Mr. Brereton appeared for the plaintiffs, and Mr. Francis for the defendant.

Mr. Francis stated that a writ of Foreign Attachment had been taken out in this case, as the defendant, the owner of the vessel (the *Tekli*) was of course not here. But no application had been made to the Captain, who was the defendant's agent, to defend the action, and he should contend that the writ of Foreign Attachment was improperly issued.

Mr. Brereton asked for a postponement, on the ground that Mr. Weller, his witness, could not attend.

Mr. Francis said the ship was going away.

Under these circumstances it was arranged by consent of both parties that the case should proceed as if it were an ordinary action, leaving the propriety of the foreign attachment to be subsequently discussed, that Mr. Francis should first examine the witnesses for the defence, and that the plaintiffs' evidence should be produced on a future day.

Mr. Brereton hereupon shortly stated the case for the Company. The action was brought for breach of a charterparty. The parties to it were the former master of the *Tekli* and the Company. The clause of which the breach was complained of was to the effect that the vessel should be consigned to the agents of the charterers in Hongkong, inwards and outwards. The charter was fulfilled so far as proceeding to Hongkong and discharging here, but instead of leaving the vessel in the hands of the charterers' agents, as he contended the Captain was bound to do, he took her to another merchant, who freighted her. The agents thus lost the profit they would have had as regards the outward cargo, which was estimated at the sum claimed.

Mr. Francis said his contention was that in all respects the Captain had fulfilled the charter-party. He had discharged his vessel through the consignees, had closed accounts with them, got his balance paid, and cleared for Whampoa. At that point the connection ceased. Messrs. Augustine Heard & Co. had obtained certain offers of freight, which the Captain did not accept, as they were not sufficiently profitable. He sailed for Whampoa in ballast, and returned to Hongkong, entering inwards again, and then consigned his ship to Messrs. W. Pustau & Co. His contention on the facts was that, although if he had cleared from Hongkong with a cargo in the first instance he might have been bound to pay commission to Messrs. A. Heard & Co. on any charter, whether obtained through them or otherwise, still he was not bound to accept any charter they offered him, and therefore when he cleared for Whampoa, he had satisfied the terms of the charter-party, and it was a fresh voyage. The whole question turned on whether he was bound to accept such charter or freight as they offered.

His Honor thought that question did not admit of argument; but there remained the question whether *when* he obtained any charter here (either through Messrs. A. Heard & Co. or otherwise) the words of the charter-party would operate.

Captain Petersen, of the *Tekli*, was then examined, and detailed the facts already stated by Mr. Francis. Mr. Lancken, of Messrs. Pustau & Co., also gave evidence of the transaction, explaining the view taken by Messrs. Pustau & Co. to be that the charter-party with the Steamboat Company was at an end on the return of the vessel from Whampoa. The case was then adjourned, as previously arranged, to Monday next.

H. L. JOZ v. P. RYRIE.—$270.00.—As this claim was eleven years old, and Mr. Brereton, who appeared for the defendant, had given notice of his intention to plead the statute of limitations, the plaintiff was called upon to show anything that might take the case out of the statute. This he entirely failed to do, and while Mr. Brereton stated that there was a good defence on the merits, judgment was given for the defendant on the ground that the action was barred.

POLICE INTELLIGENCE.

April 2nd.

BEFORE J. RUSSELL, ESQ.

A MYSTERY.

Mr. M. Moss charged two chair coolies, No. 162, with an attempt at extortion. He had employed them for one hour on the 23rd March, and ordered his boy to give them 30 cents, which it appears was handed to two men calling themselves No. 162 chair coolies, by the boy next morning. The defendants, who were undoubtedly in charge of No. 162 chair, nevertheless denied carrying Mr. Moss at all, and were discharged. Both complainant and his servant could swear positively to the number of the chair, and the case forms a curious illustration of how these numbers get hawked about.

SNATCHING A WATCH.

Jacobus Falk, steward on board the barque *Onrust*, charged two Europeans, named Richard Hughes and William Gord, with snatching his watch. The complainant stated that he was returning down the Queen's Road to his ship, and when near East Street the second defendant grasped him, and snatched his watch out, but it hung on by the button; when first defendant told him to give up the watch, and it would be all right; and he would have been forced to do so, had not the runner to Mr. Gardener came up and rendered assistance. This evidence was confirmed by the runner, and the police constables testified to taking the defendants in charge.

Defendants both denied the charge. The first stated that the second defendant endeavoured to force his company upon him, and shortly, after he saw him go to the first two witnesses, and he called out: "give it him," meaning that he should punish him for his interference. The second defendant stated that the charge was brought by the boarding house people, who had a "down" upon him and other sailors for going to the Home.

The case was remanded for further evidence.

The remaining cases consisted of minor assaults, no passes, obstructions, &c., &c.

INQUEST.

An inquest was held at the Victoria Gaol, before A. Lister, Esq., Coroner, at 4.30 p.m. yesterday, on the body of Sheik-po, a prisoner, who died from fever at 1 p.m. of the 1st instant.

The jury consisted of Messrs. H. E. Braddon, J. C. Upstelten, and Wing-ching-teung.

Mr. F. Douglas, Governor of Victoria Gaol, sworn, stated the deceased was sentenced to two months hard labour on the 21st February, for larceny. He was admitted to Hospital, March 12th, and died at 1 o'clock on Monday. Whilst in Hospital he was well treated, and was under the care of the Colonial Surgeon. He was a boatman, and gave his age as 30 years. He was sent into the chain gang for a very short time, and whilst on that labor sickened and went to Hospital.

Dr. Dods, acting Colonial Surgeon, stated that deceased complained on the 12th March, when admitted, of being sick and having pains all over. He had been complaining a day or two before, and after he had been in hospital a day or two it turned out to be fever. He was treated accordingly; he got gradually worse, and was delirious for three days, and died on the 1st of April, at 1 p.m. He saw him at 8 a.m., and satisfied himself he was receiving every attention, and that his orders were being carried out. He thought deceased was dying, and had thought so for two days previous; the fever was not contagious.

Lee-a-cheong, a prisoner in the gaol, acting as assistant in the hospital department, stated he knew deceased only since he was in the hospital. He had fever and ague; he was ill, and had been so about three weeks altogether. Was admitted on the 12th of March. Deceased got worse, and three days ago he became delirious. He had port wine and milk, and all the doctor ordered. Deceased said to him one day he was going to die, and that he had three sons at Yow-ma-tee. Witness administered to deceased all things ordered by the doctor. He saw deceased die at 1 p.m. on the 1st of April.

Verdict—Death from natural causes.

THE CHINA AND JAPAN MARINE INSURANCE COMPANY.

Report to be presented to the Shareholders at the Fourth Ordinary Half-yearly Meeting, to be held at the Company's Offices, No. 6, Nankin Road, Shanghai, on Tuesday, the 2nd April, 1872, at 2.30 p.m.

The Directors have the pleasure of placing before the Shareholders a Statement of the Company's Accounts for the half-year ending the 30th December. 1871, shewing an amount of Nett Premia taken during that period of Tls. 143,788.44, against Tls. 127,332.01 during the same term of the previous year, which figures exhibit a satisfactory increase in the Company's business.

The Working Account, after payment of losses and current expenses to the 30th December, shews a Balance at Debit of Tls. 172,683.42, out of which losses amounting to Tls. 34,594.32 have since been paid, while a further sum of Tls. 42,000 is required to provide for losses and claims not yet adjusted, and to re-insure risks still outstanding.

The available balance, to be divided by the Directors in accordance with clause 92 of the Deed of Settlement, thus amounts to Tls. 96,089.10. Of this, 30 per cent. has to be returned to contributers, which will represent a bonus of 11 per cent. on all Premia for the year; an interest dividend of 12 per cent. will be paid to Shareholders; and the remainder will be carried to the Reserve Fund, which will then amount to Tls. 41,000.

The Balance of Messrs. Trautmann & Co.'s remuneration for preliminary expenses, and charges, it will be observed, has been paid, a sum of Tls. 5,000 out of the same being carried forward to be charged to the present year.

Mr. A. J. Little and Mr. J. Barr Robertson have resigned their seats on the board, and Mr. R. W. Little has rejoined it since last meeting.

Mr. O. C. Behn and Mr. Framjee Hormusjee, as provided by the Deed of Settlement, now retire, but offer themselves for re-election.

The Accounts have been audited by Mr. Wm. Mitchell and O. Brandt, whom the Directors recommend for re-election as Auditors for the present year.

By order of the Directors,

W. SCHMIDT,
Secretary.

The *Economist* takes a very sanguine view of the prospects of the surplus. Everything in the accounts tends to confirm the sanguine anticipations formed at the beginning of the quarter; and we see little cause to doubt that at the end of the year Mr. Lowe will have at least about £3,000,000 more money than he thought safe to estimate.

AN INFAMOUS TRAFFIC.—In a case heard at the Westminster Police-court it was proved that a German named Kleber, who appeared to prosecute a woman on a charge of robbery, was engaged in the infamous traffic of taking young Englishwomen over to France for immoral purposes. The magistrate refused to entertain an accusation founded upon such evidence, and discharged the prisoner.

SHANGHAI.

Shen, the new Taoutai, has issued the usual proclamation with reference to the sale of game in the settlement during the Spring months. He says he has not only replied to the letter on the subject from Mr. Seward, the United States Consul-General, but he thinks himself in duty bound to issue a proclamation, and "hopes that all the people living within the settlement will obey accordingly."

Shen has also issued another stock proclamation, that, to wit, which is periodically published, forbidding women to worship as customary during the third moon at the Loong Wha Pagoda, as he considers it very immoral. This proclamation the *Daily News* says is pure verbage; as the women will go there just as much as ever, and it probably does not lie within the Taoutai's power, much less within his desire, to stop a festival which is made the occasion of a general picnic by the whole countryside.

The *Daily News* announces that two men have been convicted at the Mixed Court of a share in the attack on Messrs. Farnham and Röhl; one, a military mandarin, who is handed over to the Taoutai for punishment, the other, one of the villagers, who has been sentenced to 50 blows and a month's cangue.

HANKOW.

(*Correspondent of N. C. Daily News.*)

The weekly social meetings proposed to be held in the Hankow Club Rooms, and which were referred to in a previous communication, have been fairly started; and they give such signs of life that there can be no doubt of the success of the movement.

On the 4th instant, Mr. Bryant, of the London Mission, delivered his lecture on the "Life and Character of Confucius." The lecture indicated no sympathy with those (if there be any), who revile the sage, and hurl him headlong into the depths of hell. On the contrary, he believes that Confucius, notwithstanding grievous errors, was a man of profound faith in God and righteousness, and of intense devotion to the cause of truth, so far as he understood it. In these respects, the lecturer thought that Confucius was vastly superior to his contemporary; and that this superiority of moral worth has been an important factor, if not the chief one, in the cause of his hitherto unparallelled influence.

On Friday night, the 8th instant, Mr. Gardner, of the British Consulate, delivered a lecture on "Chinese Hobgoblins." The lecturer gave us a goodly number of ghost stories, which he had obtained both from native books and native mouths, and pointed out, in several instances, similarities between the hobgoblin tales of China and those of other countries. He thought that all such tales have sprung from the hallucinations of diseased brains; at all events so I understood the lecturer, when he stated his "theory" of the origin of ghost stories. The lecture was interesting; but his "theory is not complimentary to our race." As the lecture was rather short, three gentlemen favoured the meeting with recitations in poetry and prose, which gave immense delight to all present. In addition to these, through the kindness of Mr. Thomson, a collection of views, taken among the grand scenery of the Upper Yangtse gorges, was presented for inspection, and afforded great pleasure to those of the audience who saw it.

Last Friday night, the 15th, we were favoured with readings and music. Some of the pieces read were highly interesting, instructive, and amusing; and one of the readers, especially, gave proofs of rare skill and power. The "music in the air," was soft and sweet, and the musicians went "o'er the downs so free" and pleasing, that they were compelled to do so again. We are promised a musical entertainment for the whole of next Friday evening.

The audience present at the last meeting shews that these meetings are appreciated and enjoyed by all nationalities and classes in the community. They are the first of the kind in Hankow, but let us hope that they are not the last.

March 19th, 1872.

YOKOHAMA.

The Japanese Government have issued a circular announcing an exhibition to be opened at Kioto on the 27th April, stating that it will be open to foreigners for 50 days, and inviting them to send articles. Two other exhibitions are also to be held shortly, one at Yeddo, at at which foreigners have been specially invited to exhibit, and the other at Dwaris.

The Government intend despatching shortly two men-of-war to Europe, which are now being got in readiness for that purpose. They are to be absent for one year, on a tour of observation and exercise. The first port at which they touch is Hongkong, whence they will proceed, *viâ* Suez Canal, to Europe, visiting the principal ports there, and returning home *viâ* New York and San Francisco

It is stated that the Grand Duke Alexis, in the course of the summer, will pay a visit to the East, and that Japan is included in the programme of his movements, on his way to Saghalien, the Amoor, and other Russian territory in this part of the world.

The Japanese Government have deputed an officer to examine into the working of the Customs in China, with a view to remodelling their own.

The intelligence of the enthusiastic reception given to the Imperial Embassy on its arrival in San Francisco has given great satisfaction to all classes who heard of it.

A severe earthquake, lasting about forty seconds, occurred on the 11th of March.

An attempt is being made amongst the native silkworm egg merchants to prevent the overstocking of the market next season, and so maintain the prices.

There is a rumour that a gold mine has been struck near Osaca.

THE SHANGHAI VOLUNTEER ARTILLERY.

(*N. C. Daily News, 23rd March.*)

For the first time in their corporate existence, the members of the Volunteer Artillery were ordered to Woosung on Saturday, for shell practice. An official voyage of discovery made a few days previously, by some members of the Corps, had led to the selection of the flat outside the land forts, for the purpose; and on Friday, accordingly, the guns, targets and material were shipped off in Chinese cargo-boats for that destination.

If any one supposed that the visit was one of pleasure, the circumstances under which the shipment took place must have disabused him. It was raining in torrents as the guns were carried on board. But a resolution that shell practice was necessary to insure the efficiency of the Corps had been come to; a muster had been called for Saturday for the purpose; and on Saturday the event had to come off.

As we mentioned, some days ago, Captain McCrea had very courteously offered to take down the Artillerymen in the *Moncacy*; but the difficulty of getting all the men together in Shanghai became so evident, that Captain Dallas was obliged to decline this kind offer. They would be at Woosung in time to commence business at 10 a.m.; but they preferred starting at their own time—as they could most conveniently get away. And so, those who could leave first started in house-boats and got to Woosung on the previous evening. And the rest, some in yachts, and some by their own devices,—till it so happened that all arrived safely at their destination.

The staff were of course among the first to leave, and your correspondent was privileged to accompany them. We sailed slowly for many hours, the wind not suffering us, and our "device" being somewhat unwieldy; but we did reach Woosung about dusk, and at once proceeded to take that refreshment of which, after the perils and exhaustion of the voyage, we stood in great need.

The mail steamer passed up while we were thus pleasantly occupied; and it was suggested that we should fire a gun across her bows; to make her bring to and deliver our letters; but we feared she might take fright and bolt back to Hongkong, with news of a dreadful uprising in Shanghai; so we refrained. Besides, we didn't quite know where the guns were; and a suggestion that the steamer should be asked to wait till we found them, met no favour, for the reason above stated. After dinner, an expedition was decided on, to ascertain whether the material had been safely landed, and where. Landing at one of the noble stone jetties which mark the high pitch of Chinese civilisation—and which, at Woosung, are even grander and cleanlier than at some other cities of equal note—we proceeded on our search. I cannot hope to express the reminiscences conjured up in each man's mind, by the romantic walk along the ramparts of the battery from which 255 guns thundered out unavailing defiance to Sir Hugh Gough and Admiral Parker in 1842. Most of them have disappeared now; but several dozens still lie rusted and dismounted at the foot of the ramparts. The well-known bungalow has become a telegraph station; and a light-house is being built, under the auspices of the indefatigable Chief Light-house Engineer, immediately adjoining it. A useful light is already exhibited from the top of the bungalow; and we were also able to admire the brilliant effulgence shed by the lamp which flashes round and about the accumulation of ships and mud called the "Lismore wreck." A careless navigator might almost suppose a junk lay under the lamp, and, in trying to avoid the exact spot indicated, run on to the wreck.

But our business was to find the guns, and one or two Volunteers and Pressed men clambered at imminent risk down the face of the ramparts; and ventured, alone and unarmed, out on to the dreary mud flat, on this hazardous service. No sign of guns; it is suggested that two boats anchored in the offing may have them still on board. They are hailed. No reply. Bye-and-bye a staff officer comes up. Gunner S.—Sir.—What have you found? Nothing, Sir, but two boats in the offing.—What does the boatman say?—He hasn't a word to say for himself, Sir.—Then continue the search! We continued; and bye-and-bye we were rewarded by discovering that these were not the boats at all; but that the guns themselves and their multifarious attributes lay, one piece one piece, under a tarpauling a little farther on; the coolie in charge reading a 300 vol. Chinese novel, and smoking a pipe on the powder boxes. This was thoroughly satisfactory; so we returned to our boat, had a B. & S. to prepare us for the morrow's labours, and turned in.

I am a little mixed about dates now; but as the parade was called for Saturday, and we went down the previous evening, this must obviously be Saturday. Therefore, it is high time (*i.e.* 6 a.m.) to prepare for the day's work. The preparation, on this occasion, took the form of cold pork; and was perseveringly carried out by your correspondent, and the two staff officers on whom this harassing duty had devolved, till the senior permitted us to march off to the ground. The walk along the ramparts called up even more pleasing reminiscences than before. Among them, was a vague recollection of another staff officer helping a Chinaman to fly a kite on the previous night—and failing. Eventually we reached the guns, and found the coolie still carefully on guard; he having fallen asleep over the 255th volume, and allowed the embers of his pipe to expire silently beside him. Some one had predicted that the half dozen other coolies sent for the purpose from Shanghai would have got the carriages put together, the guns mounted, and the tent pitched, by this time. But they had not actually cared for none of these things; so we had to do them ourselves. The proverb runs that one volunteer is worth ten pressed men; but I beg leave to differ, and affirm without fear of contradiction that the Pressed man did as much work as the Volunteers, on the occasion in question. Three foreigners, and one coolie whom we had brought with us—the novel-reading man had been sent off to summon his fellows—we did it! Probably the "fellows" had got, like your correspondent, a little mixed—about the day or something—and could not pull themselves together in a moment. At any rate they didn't turn up for an hour and a half; and by that time we had put together the carriages, pitched the tent, and done everything in fact except lift two guns weighing 6 cwt. each, into position. We left this for the coolies, out of regard for their feelings; and having superintended the operation, returned for further preparation. This again took the form of cold pork—while another staff officer was detached to measure off the ground.

It strikes me, however, that this preparation has been lasting almost too long; and that I had better get to the serious business of the day. This took the form of firing with shell, at two rows of wooden figures—about the size and height of men—placed at distances, respectively, of 600 and 800 yards. There were ten men in rows, with two yards interval between each—so as about to represent a company of infantry, advancing to attack. We had some difficulty in clearing the ground, or rather water, from sundry junks which were anchored exactly in the line of fire; but eventually all was declared ready, and the first shot was fired about 10.30 a.m.

Your correspondent, meanwhile,—together with another man who had doubt about the capability of Volunteers to handle live shell—had taken refuge three miles off, within the walls of Paou-shan. It is a quiet little place, and our appearance provoked a rush of two old women and five small children into the main street. We wandered a short way under the wall, admired a quaint tower, lounged through the rather pretty grounds of a Confucian temple; and—finding that we appeared to be safe at this distance—resolved to advance cautiously on the firing party, halting and describing strategic movements whenever we appeared in danger. The first shell we saw, fell in the water; and as the water did not seem much worse, we eventually gained sufficient confidence to return right up to the tiffin table, which—as it is the hope of reward that sweetens labour—was spread temptingly in the immediate rear of the brazen howitzers.

The practice of course was going on under the command of Captain Dallas; Captain Brewer and Sergeant McElvey perhaps gave an occasional hint, at the outset; but the frequent practice which the Volunteers have had with blank cartridge in Shanghai, had left them little to learn; and, long before the end of the day, every one was quite able to do the whole "pidgin" independently. In subjoining the following table of results, I need hardly say that it is not expected every shell should hit a man, like a rifle bullet, but that one touching ground within a few yards of a company would make a nasty mess—as the bullets and pieces scatter 100 yards around. McElvey's verdict—and he is an ex-sergeant of the Royal Artillery—is that he has seen very many practice days when the Regulars made far worse shooting than the Volunteers did at Woosung.

600 yards with Shrapnel.

Corp. Oliver	20 yards short—Blind (i.e.) did not burst.			
Sgt. Thurburn	4 yards over—Blind.			
Gun. Miller	50 „	short—burst 30 yards above plane.		
Gun. Smith	30 yards	short—burst	20 yards.	
„ Abbott	20 „	„	„ 15	„
„ Walter	1 „	„	„ 2	„
Lt. Waller	100 „	„	„ 40	„
Capt. Dallas	20 „	„	„ 20	„

800 yards with Shrapnel.

Corp. Oliver	20 yds.	over,	10 above plane.
Gun. Miller	100 „	short,	50 „
Sgt. Thurburn	50 „	over,	Blind.
Gun. Smith	30 „	over,	20 above plane.
„ Abbott	2 „	over,	30 „
Lt. Waller	70 „	short,	40 „
Capt. Dallas	40 „	over,	20 „

We went to examine the enemy, after this; nobody had been knocked over, but six out of the ten at 600 yards were found to be perforated with bullets; so it is fair to assume that the greater part of the imaginary men in the intervals had been polished off too. Not one of the 800 yards men had been shot, though one had his face covered with mud by a shell that had pitched directly beside him, but had ricochetted off before exploding; and the appearance of the ground here, too, showed that, had the line been solid it would have suffered badly.

An adjournment for tiffin was now voted; and I need only say, in the usual poetic language of reporters on such occasions, that the good things provided were done ample justice to. A bamboo was laid down, as a warning to the Chinese spectators, that the limit indicated should not be crossed, and they respected the order good humouredly. There were no very great number, however; the village itself of Woosung was some distance off, and the peasants seemed to think attending to their fields more profitable than looking at mad foreigners firing rotten shot. About 20 men sat down; the Artillerymen having courteously invited nearly each man a guest, to join in the excursion.

And here I ought to say that a Cup was offered by the members of the other S. V. Corps present, to the best shot of the day. It was resolved to leave the decision on this point to Sergeant McElvey; and on this understanding the practice was resumed.

At 600 yards, Common Shell.

Corp. Oliver,	50 yards over	Blind.
Serg. Thurburn,	2 yards over	10 above plane.
Gun. Miller,	in line	10 „ „
„ Smith,	60 yards over	on plane.
„ Abbott,	40 „ short	50 above
„ Walter,	10 „ over	on plane.
Lt. Waller,	20 „ „	30 above „
Capt. Dallas,	20 „ „	20 „ „

Some of the guests were now invited to try their skill, and Capt. Kidner set an example by making the first hit of the day. Half a man had clean disappeared when the smoke cleared away; subsequent examination showed that the shell had struck him right on the shin. Capt. Cann tried next, and—a man had disappeared altogether. The shell burst directly in front, and pieces went clean through his chest. It is enough to-day that there were Riflemen among the spectators, to convey an idea of the yells that followed those achievements. Two or three other riflemen followed, but were not equally successful.

Common Shell at 800 yards.

Corp. Oliver	30 yards	short,	Blind.
Sergt. Thurburn	40 „	over,	40 above plane.
Gun. Miller	40 „	„	on plane.
„ Smith	100 „	„	20 above plane.
„ Abbott	70 „	„	on plane.
Lt. Waller	in line		30 above plane.
Capt. Dallas	10 short		on plane.

The enemy were now double-banked, for a final round; the 800 yards men were brought up and placed a few feet behind, in the intervals between, those already standing at 600 yards; and the following practice was then made.

At 600 yards, Common Shell.

Corp. Oliver	4 yards over,	15 above plane.
Serg. Thurburn	100 „ short,	on plane.
Gun. Miller	in line,	20 above plane.
„ Smith	20 yards over,	15 do
„ Abbott	6 yards over,	on plane.
Lt. Waller	10 yards short,	15 above plane.

A final trial was now made

At 600 yards with Shrapnel.

Capt. Dallas	50 yards over, to left,	Blind.
Corp. Oliver	4 „ short	on plane.
Lieut. Waller	hit target	on „
Gun. Miller	hit target	on „
Serg. Thurburn,	50 yards over	30 above „
Gun. Smith	40 yards short	on plane.

As will be seen from the above, Lieut. Waller in this round scored the first hit for the Artillery. His shell burst right among the left hand files, knocking down several; and Gunner Miller immediately after dropped one on the right, creating another equally wide gap. Inspection of the ground afterwards, showed that almost every man had, this time, been riddled.

It was now nearly dusk; and the order was given to cease firing for the day. The guns were dismounted, carriages taken to pieces, tent pulled down, and everything placed ready for carriage back to Shanghai. The coolie was again placed in charge, and left to finish his 255th and other volumes. The only remaining question was, who had won the Guests' Cup? It lay between Lieut. Waller and Gunner Miller, and was decided in favour of the latter; both had made hits, but the practice of the latter had been more uniformly steady.

This finished the first practice day of the Shanghai Volunteer Artillery; and I think every man present voted it an immense success. The practice made, as I have said, was good, the weather was favourable, and everything went off, not only without accident but without hitch. The only regret expressed, was for the members of the Corps who had neglected to avail themselves of the opportunity.

THE CHINESE COOLIE TRAFFIC.

(*Standard.*)

On the order for going into committee of supply,

Mr. R. N. Fowler proceeded to call attention to the Chinese coolie traffic, and to move an address for papers. He said he would have to ask the indulgence of the house while he described a traffic as atrocious as that against which Wilberforce and Clarkson had protested. He referred to the system at present carried on for the purpose of kidnapping Chinese and taking them away to Cuba, Bermuda, and Peru. These unfortunate people were decoyed by pretended emigration agents away from their homes, and with the connivance of the authorities shipped on board vessels which carried them abroad. Sir John Bowring had exposed some of the horrors of this trade, in 1853, declaring that many of these poor persons were publicly sold as slaves in Peru. A large employer of labour living at Hongkong had stated that between 1849 and 1869 many more than 100,000 coolies were exported from China to Peru, and that while the rates of mortality in ordinary passenger ships did not average more than 25 per cent., not 100 coolies had returned to their own country. This gentleman had attributed the excessive mortality to the morbid feeling of depression produced when the coolie realised the misery of his position. This statement was confirmed by other evidence. Recently public attention had been drawn to the subject in China by an occurrence which happened to a ship carrying coolies from Macao. When a few days away from port a disturbance broke out on board, and the coolies were fastened under the hatches and fired upon. Shortly afterwards the vessel took fire, and the crew then went off in the boats, abandoning the ship, and leaving the wretched coolies, some of whom were in irons, to their fate. About fifty of them were rescued by a fishing boat, and from the statements they had since made it appeared that they had all been deluded with promises of good wages, and induced, by pretences and threats, to go on board the ship in which they had been carried away. The house would feel that such a traffic was a disgrace to civilisation (hear, hear). He was glad to say that recently the Chief Justice of Hongkong had emphatically condemned these transactions. As regards their condition when they reached the Chincha Islands there were details which seemed to him of a most horrible character. A petition which had been presented to the Privy Council described the murderous cruelties to which they were subjected, and he read extracts from it describing the lash and the punishment inflicted upon the coolies for failing in their allotted tasks, and for other offences. He also read extracts from other documents describing their wretched condition in other respects; how that many of them were suffocated by the dust of the guano with which the islands were covered, and the ammonia and effluvia which emanated from it. He did not think that the condition of those Chinese who were landed in Peru was quite as bad as that of those landed on the Chincha Islands; but he read some remarks from the works of Mr. Jenkins, the author of "Ginx's Baby" to show that it was bad enough. Some of the Chinamen in Peru had managed to place a memorial in the hands of the American government. It was forwarded through the American minister of Prince Kung, who said that he felt very much for his countrymen, but asked why the great American government did not interfere. He also read extracts from various documents to illustrate the wretched and hopeless condition of the Chinese labourers in Cuba, and among them the opinion of Marshal Serrano, which stated that such colonisation was now carried on with all the inconvenience of habitual slavery, but that in whatever way it was carried on it would prove a calamity for Cuba. The African slave trade was abolished, and the Chinese slave trade had taken its place. This trade *was* intimately connected with the fearful system of gambling which prevailed in Hongkong. The poor Chinaman, after being ruined at the gambling-table, was frequently taken possession of by the men who had ruined him and sent to Macao, and thence shipped to Peru or Cuba. He wished an explanation from the government of a telegram which had been sent out by Lord Kimberley, that the gambling licences were to be continued. When every respectable country in Europe had put down gambling, it was a remarkable thing that it should be taken under British protection at Hongkong. The Lord Chief-Justice at Hongkong had expressed his great surprise at its not being put down; but, in spite of his remonstrances, in spite of the merchants at Hongkong, sanction seemed to have been given to these gambling-houses in a way he could not understand; and it was a line of policy certainly very much opposed to England's conduct in other parts of the world. He suggested, first, that this country should use its influence with the Portuguese government to stop the trade at Macao, which was carried on with the connivance of the Portuguese government; secondly, to use its influence to get the principle of the bill introduced in the present session of parliament dealing with the question of deportation in the Pacific made an international law, which he thought would do a great deal in suppressing the slave trade in the Pacific; and thirdly, that the gambling-houses in Hongkong should be suppressed (hear, hear). Referring to the dispatches of General Whitfeild on the subject of the gambling-houses, he said they did him much honour, and were what would have been expected from a high-minded officer and an English gentleman. It was a sad and lamentable state of things that when they had finally hoped that the slave trade had been put down by the exertions of our fathers, it should have revived in the Pacific Ocean, and that we must still apply to the slave-trade the words of a poet of a hundred years ago:—

"The tender ties of father, husband, friend,
All bonds of nature in a moment end,
And each endures, ere yet he draws his breath,
A wound more fatal than a sigh for death."

(cheers).

Mr. T. Hughes, in seconding the motion, expressed a hope that the bill relating to deportation in the Pacific would serve the objects for which it was intended. The fact was that the present was a very critical time with respect to this question of slavery, and what were called the inferior races. He supposed they all thought in 1863 that a deathblow had been given to the slave trade, but slavery was very hard to kill. It had been growing up again in different parts of the world, taking the much more euphonious names of the apprentice system and coolie emigration. In the Fiji Islands, in the East Coast of Africa, in Peru, and Cuba, and, more than anywhere else, in China and the Portuguese settlement of Macao, the slave trade was flourishing under the names which he had mentioned. Our relations with the United States might be very critical, but with respect to this question of slavery we might expect to have their cordial co-operation. They had paid much more for the emancipation of their slaves than we had, and they were as proud of their emancipation as we were, and he felt convinced that they would co-operate with her Majesty's government in giving a final blow to the system. He was sure all civilised nations would co-operate with this country in such an object. But, it was necessary to go to them with clean hands, and the bill which had been introduced, and to which he had already referred, would enable this country to apply to other countries with clean hands. With reference to the suppression of gambling-houses at Hongkong, it was perfectly clear from the evidence he had been able to collect that that system of gambling had fed the coolie traffic at Macao. He would not attempt to fix responsibility upon any particular government, and he would admit that when gambling was first licensed it was thought that the system would have a beneficial operation upon the natives of Hongkong. This hope, however, was now entirely frustrated. The return which had been already referred to stated that the Lieutenant-Governor of Hongkong, General Whitfeild, sent home an announcement that he had received a minute advising that the gaming-houses should be closed on the 1st January, 1871, and in accordance with this minute he had notified to Wo Hang and others that they might continue to hold their licences until the 31st December then next, and no longer. Wo Hang was the Chinaman who was the licensee of the gambling-houses for Hongkong, and he paid into the Imperial Exchequer 13,340 dollars a month on account of these licences. In answer to his dispatch, General Whitfeild received from the Colonial Office a telegraphic dispatch, and he was ordered to issue fresh gambling licences upon the expiration of the old ones, and to make no alteration in the system without instructions. The Secretary for the Colonies wrote also, explaining that a temporary occupant of a governorship like General Whitfeild should not, except in a case of great emergency, have taken upon himself so to act. In consequence of this communication, notices for fresh tenders for licences were issued, but General Whitfeild wrote that he had been fully under the impression that no more acceptable action could be taken in the colony than to put an end to the legalisation of public gambling. He also said that by the licences being put up to open competition he believed that an increase of 4,000 or 5,000 dollars a month, or even more, could be obtained. He was right to some extent, because for the new licences the payment was 15,000 dollars a month. He also wished to mention that the lieutenant-governor sent home a memorial signed by 947 Chinese householders, in March, 1871, remonstrating against the system of having public gambling-houses. He (Mr. Hughes) believed that a new governor was about to go out to Hongkong, and he trusted that he would take with him peremptory instructions to put an end to the licensed system of gambling. It appeared that no less than 600,000 dollars was paid on account of the public service of 1871 out of a fund which consisted only of the accumulation of fees for licensed gambling in Hongkong. Our only course was to put an end to the system. There had been a great outcry against reintroducing into France a system of gambling under the authority of government, and surely it was worse that we should include what were called the inferior races in our colonies in a system of gambling established under the authority of the British nation. He hoped not only that the system would be put an end to, but that the 80,000 dollars would be expended in some way for the benefit of the inhabitants of Hongkong, who had been so seriously injured.

Mr. Eastwick supposed that no one would deny the horrors incidental to the coolie traffic from Macao to Peru and Cuba, though perhaps some persons would be inclined to ask why we should be so Quixotic as to interfere in the matter. The first answer to this was that our foreign policy had never been guided by a pounds, shillings, and pence interest in reference to such things as these; and beyond this we had a direct interest in the matter, because the Chinese government was disposed to acknowledge with gratitude any influence exercised in favour of their subjects abroad. No doubt, also, the inhabitants of the Celestial nation were inclined to lump together all foreigners under the head of "outer barbarians," and, therefore, the odium of this coolie traffic, whilst it existed, would fall partly upon us. Lastly, we had a direct interest in reference to the labour market, because our colonies would benefit very much from free emigration. He hoped, therefore, that the government would give their attention to this matter.

Mr. M'Arthur trusted that the government would make representations to other governments in order to put an end to this notorious traffic. He believed that no government more abetted slavery than did that of Portugal, and he hoped that that government would be remonstrated with. He believed that a well regulated system of emigration would have a great effect in putting an end to that traffic, and that it would also confer other advantages, especially upon our Australian colonies.

Sir C. Wingfield said that the emigration from Macao recalled the worst features of the slave trade; and, indeed, this was shown in the papers which had been printed. It was difficult to repress a feeling of indignation at the apathy of the Portuguese government in respect to it, and he trusted that our government would address the strongest remonstrances to them in order that they might see fit to enforce precautions in regard to the traffic from Macao.

Lord Enfield said he should be very sorry to underate the importance of this question. The speech in which the subject had been introduced was worthy of the well-known philanthropy of the hon. member, but he could have wished that he could have pointed out what new kind of remonstrance and friendly council would be addressed to the Portuguese government in reference to those who were engaged in this traffic. From 1853 successive governments had done all in their power, both with the Chinese and other governments, to secure an emigration under wiser and more humane regulations. In 1853 the subject attracted the attention, not only of the British, but the French and other governments, and in 1855 a measure was proposed and passed to secure better regulations in China. This act was the 18th and 19th Vic., cap. 104. Our consuls were urged to see that the new regulations were carried out in the strictest possible manner, but unfortunately they could only act so far as British vessels were connected, and the regulations could not prevent the system of "crimping" being carried on in various parts of China. Although the Chinese laws forbad the emigration of coolies, still it was carried out in spite of the most watchful efforts. In 1869 a better system was begun, for Mr. Austin, of the West India Labour Agency, took steps in the matter, and the Chinese government recognised the advantage to be derived from the depot system. More than this was done, for by the fifth article of the treaty of Tientsin the emigration of Chinese labourers was specially stipulated for. It was to be proclaimed that Chinese might take service in the British colonies or other places beyond sea, and ship themselves and their families for that purpose; and, beyond this, regulations were to be passed for the protection of Chinese emigrants. In 1865 further communications passed between Prince Kung and Mr. Wade, which assumed form in March, 1866, but objection was taken by the French government and by the Colonial Office at home, and no further effort was made to carry out what had been proposed, the main object of which was to limit engagements to emigrants to five years, to secure them a return passage, and to restrict the employment of persons of youthful age. There was an apprehension that if these privileges were granted to coolies there might be ill feeling generated among the 12,000 coolies who were already working in British colonies. Sir R. Alcock in consequence proposed certain alterations to the Chinese government, but in consequence of the French government they were not able to continue negociations, and the matter, therefore, fell to the ground. The treaty of Tientsin provided a set of regulations which had never been abrogated. The Chinese government of 1865 proposed other regulations, which, however, never came into force. The convention, though not ratified, was

still, he believed, in force, and the French authorities were disposed to act in co-operation with her Majesty's government with the view of securing the best regulations possible under the circumstances for securing better treatment to the coolie emigrants. In October, 1866, Sir C. Murray brought under the attention of the Portuguese government the condition of the traffic from Macao to Peru, and showed that the existing regulations had not been fairly carried out by that government, as had appeared from the papers already published. Public interest on this subject perhaps culminated in March, 1869, when a dispatch was received by Lord Clarendon from Mr. Jerningham, stating that 48 Chinamen had been branded as slaves in Peru. Upon those facts becoming known, Lord Clarendon directed Sir C. Murray again to address a remonstrance to the Portuguese government. Unfortunately that was not the only case of atrocity that had occurred. Circumstances were then brought to the knowledge of the government with reference to the stranding of a ship at Honolulu, by which the coolies on board were exposed to sufferings which were a disgrace to humanity. A letter was in consequence addressed to the Portuguese government by Lord Granville, expressing an earnest hope that they would continue to assist the attempts of the Chinese government to put an end to such atrocities. The Portuguese government admitted the facts, and maintained that the own regulations would have been sufficient for their purpose if they had been properly carried out. In July last Lord Granville, upon further facts coming to his knowledge, addressed another dispatch to our Chargé d'Affaire at Lisbon, which at a latter period of the session would be placed in the hands of members. It was couched in language of firm but friendly remonstrance, and called attention to the continued cruelty and suffering to which the Chinese coolies were subjected. With regard to the coolies of Cuba, by the last account it appeared that they were not so badly treated as the coolies exported from Macao to Peru. They received much higher wages—a cook getting as much as £10 a month. They were not subjected to the lash, nor indeed to any punishment, except at the hands of an overseer of their own nation. If subjected to harsh treatment many resorted to suicide, and the planters therefore found it to be their own interest to treat them well. This government had remonstrated temperately but firmly with the Portuguese government in regard to the treatment of coolies imported into Peru from Macao, imploring them in the name of humanity and justice to see that proper regulations were enforced; and he trusted that those appeals had not been without effect. He would endeavour to present to the house as much information on the subject as possible when the correspondence was completed. He trusted that his hon. friend would be satisfied with that assurance (hear, hear.)

Sir C. Adderley wished, on behalf of our West India planters, to make some observations on this matter. It appeared to him that there were two subjects mixed up together which were wholly different in their character, namely, the emigration of coolies from Hongkong to the West Indies, and the emigration of coolies from Macao to Peru. With regard to the former, nothing could be more beneficial to the Chinese themselves, as well as the West Indies, than this emigration; but unfortunately the convention of Sir Rutherford Alcock, though very well intended, imposed conditions so onerous upon the system as to prove almost a complete obstacle to the continuance of that emigration. Those conditions related to the hiring, the treatment, and the restoration of those coolies to their country at the termination of a certain period of service. The practical proof of the success of this emigration was the fact that the Chinese who were brought to the West Indies even after the expiration of their services, remained generally in the West Indies, and many of them entered into fresh indentures after their apprenticeship expired, while others continued to work there as free labourers, and some, after going back to China to invest their savings, returned to service in the West Indies. It was only, therefore, to be desired that Sir R. Alcock's convention might be so far altered as to prevent its being an obstruction to this emigration. The West India planters themselves only desired that the free back-passage should be given after ten years instead of five years, as required by the convention. The statement of the atrocities of the coolie traffic from the Portuguese settlement of Macao to Cuba and Peru was no doubt fully borne out—reviving many of the horrors of the old African slave trade. But the regulations of the Portuguese government on the subject were very much the same as those which the British government had made in respect to the emigration of coolies from Hongkong. The evil was the want of power on the port of the Portuguese government to enforce them. The gambling system in Hongkong was no doubt to be deplored; but he did not think that the connection said to exist between that system and the emigration of coolies had been satisfactorily made out. He, however, concurred in the desirability of putting down those gambling-houses in Hongkong. In the case of the Fiji kidnapping they had one fact before them, namely, the arrival of the kidnapped slaves in Queensland, a colony where the British authorities could enforce the penalties enacted against such an offence. But when they were dealing with matters coming under the supervision of the Portuguese government, he did not see what power the British authorities had except to make their remonstrances to that friendly power, which appeared as anxious as ourselves to attain the same object. It appeared to him that our efforts ought rather to be directed to the place of demand for those slaves than to that of supply. In all our endeavours to put down this horrible traffic we might feel assured of the co-operation of America as well as that of the Portuguese government (hear, hear).

Mr. Gilpin rose especially to express a hope that the hon. member for Penrhyn would be satisfied with the returns which had been offered him. He was glad that the subject had been brought before the house, and that their attention had been called to a crying evil of which they had recently lost too much sight. The slave trade, under various forms, was at that moment, he believed, as rife in the world as it was in the worst days of the slave trade, when they heard so much of the horrors of the middle passage. It was a question whether the gambling-houses of Hongkong had any influence upon the slave traffic there. He was informed that a high official in Hongkong, who had been discharged some years ago for complicity in the slave traffic, had been recently restored to as high a position as he had before occupied, and that his influence was now used in keeping alive the coolie traffic as well as the extension of gambling-houses. He differed from the right hon. gentleman opposite in respect to his statement of the treatment of the coolies in Cuba and their supposed happy state when they got there. The Portuguese had very little trade with any other part of the world in their settlement of Macao. It was maintained almost wholly by the gambling-houses, and this slave trade was carried on in defiance of the Portuguese authorities.

Mr. Knatchbull-Hugessen said if he had had any notice of the point which had been raised in reference to Sir R. Alcock's convention he should have been prepared with a detailed statement on the subject. But he might state generally that it would be the earnest endeavour of the government to introduce any amendment which could facilitate the importation of labour into any of the colonies of this country, at the same time that it promoted the interests of the labourers themselves. As to the gambling-houses at Hongkong, it must not be supposed that that was entirely a one-sided question. The Chinese were addicted to two vices, one, that of gambling, and the other that of opium smoking. Many persons were of opinion that gambling might be put an end to by abolishing the licensing system, but there were others who also were of opinion that abolition would give rise to a great deal of illicit traffic, and he was bound to say that the information in the possession of the Colonial Office went a great way towards justifying that supposition. Sir R. Macdonnell, in a dispatch dated April 12, 1870, called attention to the great decrease of crime in the colony, resulting from the establishment of the licensing system, and the chief justice of the colony in his charge to the jury corroborated that fact. The Colonial Office, by telegram, instructed General Whitfeild not to put an end to the licensing system. There could be no doubt he was only actuated by the highest motives in the course he pursued, but the Colonial Office considered it was a strong measure for a deputy governor to suddenly reverse the moderate policy of his predecessor. It was the opinion of the Colonial Office that the sudden suppression of the licensed gambling-houses in the very inefficient state of the police would have been productive of serious injury, but that body had since been reformed and recruited by English constables, and the abolition of licensed gambling-houses was taking place with advantage to the public peace. Ever since he had been at the Colonial Office, he and his noble friend (Earl Kimberley) had been of opinion that the encouragement of gambling was an offence against public morality (hear, hear), and further that it was no credit to the name and honour of England, and he could assure hon. members that his noble friend had never wavered for a moment in that policy from the first to the last (hear, hear.) He heard with regret the remark of his hon. friend the member for Northampton with regard to some high official at Hongkong, and he considered it would have been much better and more fair to the persons charged that they should have been identified, instead of allowing them all to remain under the imputation. And if the hon. friend had communicated with him on the confidential arrangement that had existed between them, he might have been able to give him such information as would have rendered it unnecessary for his hon. friend to make a statement that must be painful to individuals in the colonies who were unable to defend themselves.

Mr. Gilpin said he was prepared to give his hon. friend privately the information he required.

Mr. Knatchbull-Hugessen said that Sir Richard Macdonnell was on his way to the colony with full instructions by all means to suppress the gaming-houses. He regretted he was unable to make as full a statement last night as he intended with regard to the natives of the Fiji Islands, but he hoped to be able to do so on the next stage of the bill.

The motion was then withdrawn.

SHIPPING REPORTS.

(Continued from the 1st Page.)

The British bark *Anna Bella* reports left Saigon on 18th March, and Cape St. James on the 19th; experienced fine weather till the 29th March, when had strong N.E. and Easterly winds with cross sea to arrival.

The North German frigate *Hertha* reports left Singapore March 10th, experienced strong N.E. monsoon throughout till arrival at Macao March 31st, left again on the 2nd April, and arrived in this port same day.

The British schooner *Bob Tail Nag* reports left Saigon on 15th March, and Cape St. James on the 16th, experienced light Easterly winds and fine weather throughout the passage.

The British steamship *Ottawa* reports left Yokohama on 26th March, experienced strong S.W. winds and thick weather to Oosima, and from thence to Van Dieman's Straits stiff N.W. gale and high sea; had light Northerly winds and fine weather to Ockseu; and fresh N.E. monsoon and cloudy weather till arrival. The P. M. S. S. *Great Republic* arrived at Yokohama on the 23rd March, and the P. M. S. S. *Japan* arrived from San Francisco as the *Ottawa* was leaving. At 11 a.m. of the 26th, passed the P. & O. steamship *Avoca*, off Vries Island, bound in. On the 2nd April, at 1.25 p.m., passed the P. & O. steamship *Bombay*, and steamship *Cheops*, bound up, and at 2.15 p.m., passed steamship *Malacca*.

COMMERCIAL INTELLIGENCE.

APRIL 3RD, MORNING.

New Patna, $677½ to $680, cash and credit; New Benares, $666½ to $667½, cash and credit; Old Patna, $668¾ to $672½, cash and credit; Old Benares, $647½ to $652½; Malwa, $610 to $630½. Market quiet for all kinds.

SHARES.

Hongkong Bank Shares; Old—59 per cent. premium.
Hongkong Bank Shares; New—57 per cent. premium.
Union Insurance Society of Canton, new shares —$1,500 per share premium.
China Traders' Insurance Company's Shares—$1,500 per share premium.
China and Japan Marine Insurance—Tls. 160 per share premium.
Chinese Insurance Company.—$130 per share premium.
Hongkong Fire Insurance Company's Shares—$330 to $325 per share, premium.
China Fire Insurance Company's Shares—$56 to $57 per share, premium.
Victoria Fire Insurance Company's Shares—59 per share, premium.
Hongkong and Whampoa Dock Company's Shares—32½ per cent. discount.
Hongkong, Canton and Macao Steamboat Co.'s Shares—31½ per cent. premium.
Shanghai Steam Navigation Company—Tls. 158 per share.
China Sea, Saigon, and Straits Steamship Company—5 per cent. discount, nominal.
China and Straits' Steam Navigation Company—25 per cent. discount, nominal.
Hongkong Gas Company's Shares—$65 per share.
Hongkong Hotel Company's Shares—48 per cent. discount.
Hongkong Distillery Company—10 per cent. premium, nominal.
Indo-Chinese Sugar Company—$30 per share discount.
Hongkong Pier and Godown Company.—$10 per share, discount.

SALES ON APRIL 2ND, 1872.
As reported by Chinese.

Saigon Rice, 800 piculs, at $2.62, by Yee-fung to Hongkong merchant.
White Wax, 4 pieces, at $80.00, by Yee-fung to travelling merchant.
Buffalo Hides, 100 piculs, at $7.00, by Yee-fung to travelling merchant.
Mushrooms, 36 cases, at $26.50, by Yee-fung to travelling merchant.
White Shirtings, 1st quality, 200 pieces, at $5.35, by Wing-cheong-shun to Hongkong merchant.
White Shirtings, 2nd quality, 500 pieces, at $4.20, by Wing-cheong-shun to Hongkong merchant.
Camphor, 600 packages, at $16.75, by Wing-cheong-shun to foreign merchant.
Grey Shirtings, 8-4lbs., 500 pieces, at $2.52, by foreign merchant to Hongkong merchant.
Quicksilver, 30 flasks, at $98.00, by foreign merchant to Hongkong merchant.

Vessels Advertised as Loading.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DISPATCHED.
SAN FRANCISCO	India		Hongkong	Olyphant & Co.	Quick dispatch.
PORTLAND (OREGON)	Noord Brabant	James Frost	Hongkong	Rozario & Co.	Quick dispatch.
MELBOURNE & SYDNEY	Onward	Whyte	Hongkong	Rozario & Co.	Quick dispatch.
BANGKOK	Catherine Jane		Hongkong	Douglas Lapraik & Co.	Quick dispatch.
MANILA	Formosa (str.)		Hongkong	Douglas Lapraik & Co.	Quick dispatch.
SAIGON	Una (str)	Smith	Hongkong	Douglas Lapraik & Co.	Quick dispatch.
SWATOW, AMOY & FOOCHOW	Douglas (str.)	Toppin	Hongkong	Douglas Lapraik & Co.	Quick dispatch.

Vessels on the Berth.

FOR SWATOW, AMOY, AND FOOCHOW.
THE Steamship
"DOUGLAS,"
Captain Toppin, will have immediate despatch for the above Ports.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
tf 610 Hongkong, 1st April, 1872.

FOR SAIGON.
THE Steamship
"UNA,"
Captain Smith, will have immediate despatch for the above Port.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
tf 611 Hongkong, 1st April, 1872.

FOR MANILA (*direct*).
THE Steamship
"FORMOSA,"
to arrive from Amoy about Wednesday, 3rd instant, will have immediate despatch for the above Port.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
tf 615 Hongkong, 1st April, 1872.

FOR BANGKOK.
THE British Barque
"CATHERINE JANE,"
378 Tons Register, will have immediate despatch for the above port.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
tf 605 Hongkong, 1st April, 1872.

FOR MELBOURNE AND SYDNEY.
THE A 1 Clipper-ship
"ONWARD,"
Capt. Whyte, having the greater portion of her Cargo engaged, will have immediate passage for the above ports.
For Freight or Passage, apply to
ROZARIO & Co.
tf 598 Hongkong, 30th March, 1872.

FOR PORTLAND (OREGON).
THE A 1 Clipper-barque
"NOORD BRABANT,"
Capt. James Frost, will have immediate despatch for the above port.
For Freight or Passage, apply to
ROZARIO & Co.
tf 533 Hongkong, 18th March, 1872.

FOR SAN FRANCISCO.
THE A 1 American Ship
"INDIA,"
will have quick despatch for the above port.
For Freight, apply to
OLYPHANT & Co.
tf 464 Hongkong, 7th March, 1872.

Docks.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the DOCK COMPANY'S ESTABLISHMENTS at the above Port afford every facility, at moderate charges, for
REPAIRING AND SPARRING VESSELS
AND
CLEANING AND PAINTING IRON SHIPS AND STEAMERS.

THEIR LARGE GRANITE DOCK,
Has 286 feet length on the blocks, and at average spring tides can receive Vessels of 16 to 17 feet draught. It has a
CAISSON GATE, AND POWERFUL CENTRIFUGAL STEAM-PUMP,
And an Engineers' work-shop fitted with Lathes and Tools, driven by steam. Iron and Brass Foundries, Boiler-makers' shop, a large Smithy, and Carpenters' and Boat-builders' sheds. All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, Vessels drawing 12 feet.

Spars, Timber, and other Dock-yard material kept in stock.

Quarters for Officers, and a DRY GODOWN or STORES, of Vessels under repair.
tf 2317 Amoy, December, 1868.

FOOCHOW DOCK.
RIVER MIN.

THE above granite floored DOCK, of the following Dimensions, viz: Length, 300 feet, Breadth at Bottom, 40 feet, is capable of receiving Vessels drawing 13 to 16 feet, as the state of the Tides will allow. The Dock runs dry to the Blocks and is pumped out by Steam. The above premises comprise a large Machine-Shop, containing a
WHITWORTH'S 12-INCH SCREW CUTTING GAP LATHE;
DRILLING AND SCREWING MACHINES,
A LARGE SMITHY, &c., &c., &c.
Large Godowns are on the premises for STOWAGE OF CARGO, &c., &c. A large Stock of Woods, Metal, &c., &c., always on hand. The Dock Steam Tug *Woosung* is available at all times to tow vessels to or from Sea, at current rates, on application to
J. S. LAMONT,
Superintendent.
The list of Charges for lighting or remetaling vessels can be obtained from
Messrs. NORTON, LYALL & Co., Hongkong.
Messrs. LANE, CRAWFORD & Co., Shanghai.
tf 876 May3

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, AND SOUTHAMPTON;
ALSO,
BOMBAY, MADRAS, AND CALCUTTA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*COLUMBIAN*," Captain H. C. ANGOVE, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on THURSDAY, the 4th April, at noon.

Cargo will be received on board until noon, and Specie and Parcels at the office until 2 P.M. on the 3rd idem.

For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness in such declaration.

The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.
A. McIVER, *Superintendent.*
Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 21st March, 1872.

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILA, PORT SAID, MARSEILLES;
ALSO,
PONDICHERY, MADRAS, CALCUTTA, AND BOMBAY.

ON THURSDAY, the 11th April, at noon, the Company's Steamship "*TIGRE*," Commandant BOILEVE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping orders will be granted till noon, and Cargo will be received on board until 4 P.M., Specie and Parcels until 3 o'clock P.M. on the 27th March. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.
A. CONIL,
Principal Agent.
Hongkong, 2nd April, 1872.

THROUGH U.S. MAIL LINE
FROM
CHINA AND JAPAN TO NEW YORK.
PACIFIC MAIL S. S. COMPANY
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC RAILROAD COMPANIES.

THE Steamship "*JAPAN*," Captain FREEMAN, will leave Hongkong for San Francisco via Yokohama, on FRIDAY, the 12th April next, at 3 o'clock P.M., taking Passengers, Mails and Freight, for the United States, Canada, Central and South America, and Europe.

A Steamer of the Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

The "*JAPAN*" will be due at San Francisco May 14th, whence daily Passenger trains and daily Freight trains are run over the Central and Union Pacific Railroad Lines for New York and for all the principal cities in the interior and upon the Atlantic Seaboard. The time between San Francisco and New York by First-class Passenger trains is six days and twenty hours; and the distance 3,312 miles.

The Silver Palace Sleeping Cars are run through on these trains, making Drawing Room Cars by day, and Sleeping Cars by night; and are of the latest and best American pattern, being unexcelled for comfort and convenience.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Through Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, and San Francisco, for the Overland Railroad, and to Europe by connecting Lines of Steamers. The Overland Railroad Companies *Guarantee* 12 days time for Silk and 18 days for Teas and General Merchandise, between San Francisco and New York.

Favorable arrangements have been made for Through Passengers and Freight to America from Calcutta, Penang and Singapore, and from Swatow, Amoy and Foochow.

Return Passage Tickets issued at a reduction of 20% on regular rates.

Value and weight of Parcel Packages required; all Packages should be marked to address in full.

No Freight received after noon of the 11th prox. No Parcel Packages received after 5 P.M. same day.

For further information as to Passage or Freight, apply at the Agency of the Company, *Praya West.*
T. A. HARRIS,
Agent.
Hongkong, March 17th, 1872.

Post-Office Notifications.

A mail will close.
For Singapore, Suez, and London.—Per *Ajax*, at 4.30 P.M. to-day, the 3rd instant.

MAILS BY THE "*ENGLISH PACKET.*"
The English Contract Packet "*COLUMBIAN*," will be dispatched with the usual Mails for Europe, &c., on THURSDAY, the 4th April, at noon.

Money Orders on any of the Money Order Offices in the United Kingdom will be granted until 5 P.M. on the 3rd April.

The Post-Office will be open until 6 P.M. on the 3rd April.

Letters, &c., may be posted during the night in the box left open for their reception.

Letters for registration will be received until 10 A.M. on the 4th April.

Letters may be posted until 10 A.M. on the 4th April, without late fee.

Letters posted after 10 A.M. on the 4th April, will not be forwarded unless the *Late Fee* of 18 cents each as well as the postage is prepaid.

The Latest time for posting Letters at this Office is 11 A.M., and for Newspapers, Books, or Patterns 10 A.M. on the 4th April.

Late letters (but Letters only) addressed to the United Kingdom *viâ Brindisi*, or to Singapore, may be posted on board the Packet from 11.30 A.M. to the time of sailing, on payment of a *Late Fee* of 48 cents each in addition to the postage.
F. W. MITCHELL,
Postmaster General.
General Post-Office,
Hongkong, 22nd March, 1872.

It is hereby notified for general information, that henceforward the rates of Postage, which must be paid in advance, chargeable upon Book and Pattern Packets posted at Hongkong, or at any of the British Postal Agencies in China and Japan, to be forwarded by the British Contract Mail Packets to the Australian Colonies and New Zealand, will be as follows, viz.:—

For a Packet not exceeding 1 ounce in weight...... 2 cents.
For a Packet above 1 ounce and not exceeding 2 ounces...... 4 "
For a Packet above 2 ounces and not exceeding 4 ounces...... 8 "
For a Packet above 4 ounces and not exceeding 8 ounces......16 "
and so on, adding 8 cents for every additional ounces or fraction thereof.
F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong 16th June, 1870.

It is hereby notified that henceforward the rates of postage which must be paid in advance, chargeable on Packets of printed papers or patterns of light weight sent from Hongkong to the United Kingdom by the United States Packets via San Francisco, will be as follows, viz.:—

For a packet not exceeding 1 ounce in weight...... 2 cents
For a packet above 1 ounce not exceeding 2 ounces...... 4 "
For a packet above 2 ounces not exceeding 4 ounces...... 8 "
and eight cents for every additional four ounces.

These rates apply to Printed Circulars, Price Lists, Market Reports, and all printed papers other than Newspapers, as well as to Books and Trade Patterns or Samples.
F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong, 12th April, 1870.

Arrangements having been made under which Mails for London arriving at Suez from China by Private Ships will be forwarded to destination viâ Brindisi, it is hereby notified that the rates of postage, *which must be paid in advance*, on correspondence addressed to the United Kingdom so forwarded, will be as follows, viz.:—

For Letters......24 cents per half ounce.
For Newspapers...... 8 " each.

For Books and Patterns		
not exceeding	1 ounce	4 cents.
"	2 "	6 "
"	4 "	12 "
every additional	4 "	12 "

F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong, 20th December, 1871.

It is hereby notified that henceforward the following Rates of Postage will be charged upon Correspondence forwarded from Hongkong, or any of the British Post Office Agencies in China and Japan, by BRITISH MAIL PACKETS, *viâ Brindisi*, to the undermentioned Countries, viz.:—

FOR A LETTER.

Addressed to	
Italy	16 cents for each ½ oz
Switzerland, The German States, Austria, Belgium, The Netherlands	24 " " "
Denmark, Heligoland	32 " " "
Sweden, Norway, Russia	46 " " "

Addressed to	For a Newspaper or Price Current.	For each four ounces of Book Packets and Packets of Patterns
Italy	2 cts.	6 cts.
Switzerland, The German States, Austria	4 "	8 "
Belgium, The Netherlands, Denmark, Heligoland, Sweden, Norway, Russia	4 "	12 "

The prepayment of the postage on ordinary Letters is optional.

The postage on registered Letters must be prepaid: the charge for registration being the same sum as the postage on each Letter.

The prepayment of the postage on Newspapers, other printed papers and Packets of Patterns is compulsory.
F. W. MITCHELL,
Postmaster General.
General Post-Office,
Hongkong, 2nd December, 1871.

British Columbia having become a part of the Dominion of Canada, all correspondence for that Province (including that for Vancouver's Island,) will henceforth be chargeable with the same rates of Postage, and will be subject to the same regulations of transmission, as correspondence for other parts of Canada, viz.:—

	For each half ounce Letter.	For each Newspaper or Price Current.
When sent viâ Southampton,	28	6
When sent viâ Brindisi,	34	10
When sent per French Packet,	36	8

	For each 4 ounces of Books or Packets of Patterns.	Registration fee.
When sent viâ Southampton,	12	16
When sent viâ Brindisi,	18	16
When sent per French Packet,	16	16

F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong, 15th January, 1872.

It is hereby notified for general information, that the Postage on Letters addressed to Norway, when forwarded *via Southampton*, will henceforward be 36 cents for each half ounce which may either be paid in advance, or it may be left to be collected on delivery of the Letters. Unpaid Letters will be subject to an additional charge on delivery.
F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong, 23rd August, 1870.

It is hereby notified for general information that, the Postage (which must be paid in advanced) upon letters addressed to Prince Edward Island, will henceforward, be as follows, viz.:—

When forwarded viâ Brindisi...... 42 cents each half-ounce.
When forwarded viâ Marseilles...... 36 cents each half-ounce.
When forwarded viâ Southampton...... 28 cents each half-ounce
F. W. MITCHELL,
Postmaster General.
General Post-Office,
Hongkong, 28th July, 1870.

Extracts.

The Shore and the Glacier.

(Chambers's Journal.)

In the magnificent spectacle which the ocean presents, one of the features which is most pleasing, and leaves a durable impression on the mind, is the harmonious curve which is formed by the shore. These lines softly bent inward are marked by a marvellous beauty which rest and rejoices the eye; they carry it on into space by the natural grace of their geometrical development; and in contemplating them there is an instinctive sensation of pleasure, which renders the cadenced movement of the waves still softer as they break upon the coast. On every shore there is the great curve of sand bathed by the waves, following a regular profile, more or less distant, to the point where the breakers surge; beyond the advanced angle is another equally graceful bay, and in the further distance a succession of others, dimly vanishing away. It is this harmony which gives a charm to the most monotonous coast; we recognise the power of that mighty labourer, the ocean; and are confounded in thinking of the centuries that the forces of nature must have employed in establishing so perfect a relation between the wave and shore, the sea and the continent. Under the incessant action of the water, the outline of the land has been sculptured afresh, and curved into regular undulations, often compared to a garland suspended from column to column. Every bay reproduces on a large scale the form of the wave as it unfurls, marking on the sands an elliptical curve of foam.

The coasts of most mountainous countries, beaten for ages past by the sea, are no less gracefully designed than the lower lands. Remarkable examples of this may be seen on the rocky shores of the Mediterranean, in Spain, in Provence, in Liguria, and in Greece. There, every promontory, the remains of an old chain of hills carried away by the sea, rises in a high cliff; every valley which descends to the sea ends in a tract of fine sand of a perfectly rounded curve. Abrupt rocks and softly inclined valleys alternate thus on the shore; whilst, in the interior, the summits and the slopes of mountains, the cultivated fields below, the towns scattered on the heights, and the ever-changing flow of the rivers to the sea, introduce the most charming variety into the landscape.

Then comes the consideration, how did the arc of a circle become the unvarying form of the bay; and why does the land divide to left and right into innumerable lateral valleys? We may observe how, by a rapid rise of the waters of the sea to some hundreds of feet above their level, it would inundate the low grounds and streams far into the interior, quickly forming deep gulfs in the depressions of the continent, and changing the lateral gorges into bays. Then the work would begin in an inverse sense as soon as this change in the profile of the shore was accomplished; the rivers bringing the alluvium down, would gradually fill up the higher valleys, and by degrees narrow the conquests of the sea. On the other side, the ocean would do its work by drawing its coast-line, its reaches of sand or pebbles, and thus dividing from its surface all the new bays which the sudden swell of its waters had made. After the indeterminate lapse of ages, the shore would recover the softly undulated form of the present period.

There are still, however, many countries where this double work of inland waters and the ocean has but just begun. These shores preserving their early form, and cut into deep clefts, are in every case situated far from the equator, and within or near to the polar zones. In Europe, the western coast of Scandinavia, from the promontory of Lindesnæs to that of the North Cape, are marked out by a series of *fiords*, or ramified gulfs; and not only is the shore of the continent, but also all the islands which form a sort of chain parallel to the Norwegian plateaux, fringed with peninsulas and carved into smaller fiords which may be likened to immense avenues. They double in length the coast-line, and give a border of endless points of land, more or less in a straight line, some bearing a uniform aspect, and resembling deep ditches dug of the thickness of the continent, others dividing into lateral fiords, which make the interior of the country a labyrinth, almost inextricable, of straits, canals, and bays. By these indentations, Norway has its coast so far increased as to be thirteen times the length that it would be if the line were straight; and were every one to be sailed round, the voyage would be the same as from here to Japan. The hills which surround these dark defiles are almost all very steep; there are some which rise like perpendicular walls; others overhang, serving as a pedestal to high mountains. Thorsnuten, situated to the south of Bergen, on the edge of the Hardanger Fiord, reaches an elevation of more than eighteen hundred yards within a few miles of the coast. In many a bay of Western Norway, the cascades leap from the cliffs in a single jet to the sea, so that boats can glide between the wall of rock and the roaring cataract. Beneath the water, the steep rocks are carried to a great depth, so that in some defiles, where the width is but two or three hundred yards the sounding-line will descend to six hundred yards before it reaches the bottom. The Lyse Fiord may be mentioned as one of the most frightful among these dark clefts, where not a ray of the sun can fall, by reason of the high rocks which enclose it. With an almost perfect regularity, it penetrates some twenty or thirty miles into the interior of the continent, though, in some places, it does not exceed seven hundred yards in width, and its rocky walls rise to the height of twelve hundred yards.

The islands of Spitzbergen, Faroe, and Shetland present the spectacle of innumerable fiords similar to those of Scandinavia. The shores of Scotland also, on the western side only, are deeply cut out; where the islands produce in miniature the labyrinth of promontories and bays of the neighbouring continent. That part of Ireland which lies towards the Atlantic develops itself into a series of rocky peninsulars, separated by narrow gulfs; whilst at the south and east, the coasts of Great Britain are much less marked in form, and, for the most part, display the regular curves before spoken of. In France there is scarcely a trace of these deep cuttings, excepting at the extremity of the coast of Britany; on the other hand, Iceland, Labrador, and Western Greenland, the islands of the Polar Archipelago, the American shore of the Pacific, from the long peninsula of Alaska to the labyrinth of Vancouver's Island, are not less rich in the form which we call fiords. They do not recommence until the long uniform coast of Chili has been passed, then come the island of Chiloe with its numerous bays, and the network of straits of Magellan and Tierra del Fuego. The southern hemisphere is the only region of the globe where may be seen the extraordinary phenomenon of winding and deep valleys filled with sea-water.

This examination of the shores of different countries leads us to a confirmation of the fact, that fiords are only met with in cold countries, and much more numerously on the side turned towards the west than the east. Why is this strange geographical contrast produced according to the position which they occupy? And why have the coasts, enjoying a warm or temperate climate, been moulded into the gentle undulating form which we so commonly see? whilst the plateaux of Scandinavia and other lands have preserved their primitive form. One part of the solution of this question, operating in the same way at the extremities of the two continents in the icy regions of Magellanic islands and the north of Europe, may be found in the great geological change which has passed over the world during past ages of our planet. This is none other than the extreme cold which was formerly felt on the surface of the globe, and transformed the summits of the mountains into streams of ice. It thus becomes clear how the fiords, those ancient clefts in the shore, have been maintained in their primitive state by the prolonged continuance of the glaciers. The period of cold, unequivocal testimonies of which are still seen even in the tropics, under the equator, at the foot of the Andes, and in the valley of the Amazon, has naturally lasted much longer in the neighbourhood of the poles than under the torrid or even the temperate regions. This glacial period, which probably terminated millions of ages ago on the burning shores of Brazil and Columbia, has ceased in France and England at a relatively recent time.

Let us glance at the effects of this in England, and realise some of the wonderful changes thus brought about. From the north of Scotland to the latitude of London, our whole country is covered with the strata which has been brought by the glaciers, and which geologists term drift; the southern counties from Cornwall to Kent are the only ones unwrapped by this enveloping crust, all the materials of which are foreign to the soil where they rest. This phenomenon is much complicated, owing to the subsidence of the land, as geologists are of opinion that we then belonged to one great continent with France and Germany, and were only separated from Norway by a narrow channel. At this epoch, continental vegetation invaded for the first time the greater part of our islands. Forests like those of Germany covered our coasts. The lignite or forest-bed of Cromer, traceable along the whole coast of Norfolk, shews the remains of this primitive vegetation. At a low tide, and after violent storms, the trunks of trees may still be seen standing with their roots plunged into the ancient soil. Among these trees, some specimens of the pine are only indigenous to Scotland; another, the fir-tree, is a complete stranger to England. The remains of aquatic plants prove these forests to have been marshy; the white and yellow water-lilies have been abundant. The bones of animals resemble those of Switzerland at the same period; the mammoth, two kinds of elephants, a rhinoceros, a hippopotamus, a large kind of stag, the common wolf, the wild boar, and the beaver.

Continuing the examination of the shore where these layers of lignite form the base, there have been collected the remains of large marine animals, such as the morse or sea-horse, the narwhal, the back bone of the larger kinds of whale, and the shells of molluscs, both marine and fresh water. Above these is a bank of clay, commonly called boulder-clay, as it is full of sharp pebbles, often ribbed or striped, and accompanied by erratic blocks of syenite, granite, and porphyry, coming from the mountains of Norway, evidently the deposit of a glacier. These cliffs of Norfolk are full of valuable teaching; they shew us that at a certain epoch the soil of England was raised at least two hundred yards, and made a part of the European continent. To this succeeded a period of subsidence; the portions of land which had emerged from the sea, sank slowly and insensibly, and at the end of ages which the imagination dare not compute, England, Scotland, and Ireland again became islands. It was during this time that the boulder-clay strata spoken of above were formed; and from the position in the hills where sea-water shells are found, the subsidence must have been about five hundred yards. The mountains of Scotland, Wales, Cumberland, and Ireland were the only portions above water; and the British Isles were reduced to an archipelago composed of four large islands and a number of small ones. Legions of floating masses detached from the glaciers of Greenland and Norway floated on to our coasts, and brought the debris and blocks fallen from the northern mountains. The icy sea nourished the shells of those regions; the flora had completely disappeared, except those vegetables which could bear the cold, and with a few animals lived on the high ground still above water.

After this first epoch of cold, the land rose once more, the islands were reunited to each other, and vegetation was again active on the emerged portions. The researches near Blair-Drummond, by Mr. Jamieson, shew a regular succession of strata, which it would not be interesting to the general reader to specify, but which clearly prove that the land was very much above its ordinary level, and was a second time united to the continent. The land being higher, it was consequently colder; the glaciers descended from the mountains, and filled the valleys that the sea had vacated; this was the second period of terrestrial glaciers, in opposition of that of the floating icebergs, which have been already described. Geologists have found traces in the valleys of Scotland of polished and striated rocks, and striped stones, the certain signs of ancient glaciers. Around Edinburgh, on the Pentland Hills and Arthur Seat, are the traces of one which descended into the Firth of Forth. The moraines are few, and not very marked, but the erratic blocks have evidently come from great distances.

Another curious trace of the passage of these glaciers over our islands may be found, it having for a long period excited the imagination of the people, and the astonishment of the wise. In Western Scotland, not far from Ben Nevis, and near the Caledonian Canal, is Glenroy; through its whole length there are three terraces perfectly horizontal, and corresponding on each side of the valley. In the eyes of the mountaineers, they were the roads traced by Fingal and his followers, the more easily to hunt the stag. The researches of geologists have established the fact that they were the ancient shores of dried-up lakes; but they were at a loss how to explain the existence of these successive levels. The total absence of shells, the presence of small, well-defined deltas, excluded the idea of their having been the sea-shore, formed during the subsidence of Scotland, and afterwards emerged from the ocean. Buckland and Agassiz agreed that there was but one solution—that glaciers had successively closed one or the other end of the valley, and the streams flowing from them had formed the terrace. Agassiz recognised the marked stones and ancient moraines which he had studied so thoroughly in the Alps; and since then Mr. Jamieson has completely confirmed his views. The formation of these parallel roads may be referred to the close of the second glacial period, and are due to the oscillation of glaciers descending from Ben Nevis and the surrounding mountains. The waters arrested in their passage formed lakes of different levels, each determined by the height of the hill which closed the extremity of the valley opposite to that barred by the glacier.

Returning now to a period nearer to historic times, we can trace in the fiords of Norway what has passed long ago in our own islands. There are still countries in the antarctic regions where the streams of ice descend into the sea and spread over the gulfs. The glacier of the Bay of Madeline projects far in the fiord, and the terminal cliff of ice, pushed forwards by the weight of the higher snows, shews a curved line turning its convexity towards the open sea. On the colder shores of Greenland, the bays are even filled with ice, and form a regular profile along the coast; the waves beat against these crystal walls, but the icy deposits disguise the real form of the architecture of these continents; and when, in a future age of geology, the ice has disappeared, the deep cuttings will in their turn become fiords. At the time when the Norwegian bays were filled in this way with ice, large blocks of stone, and masses of pebbles and earth, carried away during the thaw from the sides of the mountains, formed moraines such as are now seen at the foot of every glacier. They floated to the open sea at the mouth of the fiord, and settled down in the midst of the waves with detached masses of ice. The successive deposits by degrees raised them so that they are found in all Scandinavian fiords, rising like a rampart out of the deep water. The Norwegian sailors give the name of 'sea-bridges' to these bars of nature, which show the limit of the ancient glaciers, and form a meeting-place for the fish of the neighbouring seas to assemble in great numbers. On the western coast of Scotland, and in the smaller bays of Finisterre, chains of submarine banks and reefs may be found, which are probably the remains of old glacial moraines.

After the period of cold which existed in our globe, the Scandinavian glaciers drew back by degrees into the interior of the fiords, then ceased to touch the level of the sea, and rose higher and higher into the open valleys on the side of the mountains. The immense geological work of the filling up of the bays began for the torrents and the sea; the fresh-water streams brought their alluvium, and left it on the strand at the foot of hills, whilst the sea spread the sand and mud thrown up by its waves. In many fiords, this transformation into land has made sensible progress; and if the rate of increase of the continent were known, it would be possible to calculate the epoch when the valleys would be freed from ice. On the eastern side, a similar work is going on; there the glaciers have been replaced by lakes, which are lessening as the streams and waterfalls pour their debris into them. The same process may be seen in the chain of the Swiss Alps; many deep depressions which were formerly the beds of large glaciers, have become a kind of continental fiord, such as the Lago Maggiore, Lugano, Como, and Garda. The lacustrine basins are closed towards the south by large moraines like the sea-bridges of Norway, and their waters will in time be filled up by the alluvium of Alpine streams.

The Scotch bays were no doubt freed from ice long before those to the north, owing to the warm stream which flows from the Antilles; still earlier have the shores of Ireland and Brittany ceased to serve as beds for solid snow. The eastern side of the English coast was first disembarrassed, owing to the fact, that the west and south winds blowing from the Atlantic were laden with the humidity necessary for the formation of the glaciers. Thus, in South America, the rains being much more abundant on the western side of Patagonia, the glaciers have descended the lower into the valleys, and the fiords maintained by the ice in their primitive state make a perfect labyrinth of the shore. It is by the atmosphere that the form of the continents has to be explained. After the glaciers have disappeared, the levelling of the coast goes on with more or less rapidity, according to the form of the continent, the depths of the fiords, and various geographical phenomena. In some countries where the rivers are of small importance, such as Denmark and Mecklenburgh, the fiords become long narrow lagoons, separated from the sea by sandy plains.

Whatever may be the diversity of means employed by nature to fill up former bays, it is certain that in the equatorial regions the curves of the shore have an ever-increasing regularity. Instead of the innumerable ports which offer a safe shelter in our latitudes, the sea-board of the south becomes more and more inhospitable for the want of indentations where a ship can take refuge, and there are hundreds of leagues in the torrid zone without such a shelter. South America, Africa, and Australia possess the greatest uniformity of coast line and the fewest bays.

SHIPPING IN THE CANTON WATERS.

Vessel & Captain	Flag & Rig	Tons	Consignees	Destination
HONGKONG.				
Steamers.				
Bombay, Davis	Brit. str	1328	P. & O. S. N. Co	Yokohama
Columbian, Argove	Brit. bk	2180	P. & O. S. N. Co	
Fame, Richardson	Brit. str	112	H. K. & W. Dkr Co.	Tug Plying
Glenartney, Bolton	Brit. str	1087	Jardine, Matheson & Co	
Hindostan, Miller	Brit. str	1202	D. Sassoon, Sons & Co	
Kwahan,† Cary	Brit. str	551	Aug. Heard & Co., Agents	
Kin-Kiang,† Benning	Brit. str	1065	Aug. Heard & Co., Agents	
Lotus, Gibson	Brit. str	559	McGregor & Co	
Malacca, Gaby	Brit. str	1237	P. & O. S. N. Co	Shanghai
Maumee, Bazin	Rus. str	600	Landstein & Co	
Mowtan, Hussey	Amr. str	344	Russell & Co	
Phase, Such	Fren. str	966	Messageries Maritimes	
Poyang § Carroll	Brit. str	321	Aug. Heard & Co., Agents	
Prince Albert, R. Kentwell	Brit. str	180	Acheong	
Sir J. Jeejeebhoy, Milsom	Brit. str	101	Acheong	
Tanjore, A. H. Johnson	Brit. str	1039	P. & O. S. N. Co	
White Cloud	Brit. str	880	Aug. Heard & Co., Agents	Laid up
Yokohama Maru, Preble	Amr. str	600	Russell & Co	
† *Running between H.kong and Canton.*				
§ *Running between Macao and H.kong.*				
Sailing Vessels.				
Æreolict, M. J. van der El	Ned. bk	606	Order	
A. E. Vidal, Inglock	N. G. bk	331	Siemssen & Co	
Anna Dorothea, Schutt	N. G. bk	330	Wm. Pustau & Co	
Aurora, Plettner	Brit. bk	291	Chinese	
Batavia, Westendorf	N. G. bk	374	Bourjau, Hubener & Co	Saigon
Baltic, Jessen	N. G. bk	418	Arnhold, Karberg & Co	Saigon
Belted Will, Braithwaite	Brit. sh	812	D. Lapraik & Co.	Saigon
Berend, Tonno	N. G. bk	320	Bourjau, Hubener & Co	
Bonnie Dunkeld, Toms	Brit. bk	205	Order	
Borneo, Guest	Brit. bk	385	Thos. Howard & Co	
Boyne, Wheelan	Brit. bk	617	Gilman & Co	
Broma, Schweitzer	N. G. bk	386	Bourjau, Hubener & Co	
Canadienne, Equien	Fren. sh	853	Order	
Cap Horn, Matzen	N. G. bk	400	Wm. Pustau & Co	
Catharine Jane, Saul	Brit. bk	278	D. Lapraik & Co	
Caroline Coventry, Elley	Brit. bk	886	Melchers & Co	Manila
Ceres, Schwartz	N. G. bk	436	Wm. Pustau & Co	Saigon
Cid, Jaouen	Fren. bk	250	Grun & Co	London
Chow Sye, Jorgensen	Siam. sh	365	Chinese	
Clara Hargrave, Jackson	Brit. bk	404	R. S. Walker & Co	
Corrido, Hildebrandt	Brit. bk	211	A. G. Heard & Co	
Daylight, Rademacher	Siam. sh	447	Chinese	
Dioscuren, Malfeld	N. G. bk	480	Wm. Pustau & Co	
Ellen Browse, Runciman	Brit. bk	345	Bourjau, Hubener & Co	Bangkok
Emma, Petersen	N. G. bk	236	Wm. Pustau & Co	
Emma, Glow	N. G. bk	334	Wm. Pustau & Co	
Fabius, Maies	Amr. sh	666	Russell & Co	Bangkok
Folden, Daa	Nor. bk	234	John Burd & Co	
Foo Joo Maru, Lord	Jap. bk	544	Russell & Co	Saigon
Freemason, Runciman	Brit. bk	815	Bourjau, Hubener & Co	
Garibaldi, Moyes	Amr. bk	570	Paul Ehlers & Co	Portland
Gem, Thomas Forsan	Brit. bk	458	Messageries Maritimes	Saigon
Globo, Phelipot	Fren. bk	268	F. Degenaer	
Glory, Jorgensen	Siam. bk	440	Chinese	
Grenadier, Barlow	Brit. bk	542	Melchers & Co	
Gustave, Barquissau	Fren. bk	539	Carlowitz & Co	
Hydra, Bunge	N. G. bk	385	Ed. Schellhass & Co	
Hertha, Schaber	N. G. bk	1050	Bourjau, Hubener & Co	Saigon
Hermine, Plambeck	N. G. bk	275	Bourjau, Hubener & Co.	
Hollander, T. von Breen	Ned. sh	700	Wm. Pustau & Co	Saigon
Imogen, Mathews	Brit. bk	388	Thos. Howard & Co	
India, Patten	Amr. sh	1294	Olyphant & Co	San Francisco
Ingeburg, Frees	N. G. bk	420	Wm. Pustau & Co	
Island City, Brown	Brit. bk	420	Chinese	
Jane, Moore	Brit. bk	328	Thos. Howard & Co	
Jean Sands, Lefevre	Brit. sh	631	Aug. Heard & Co	
Jenny, Hartmann	N. G. bk	237	Melchers & Co	
J. Rigan, A. de Urtubiaga	Peru. bk	600	A. Olano	
Johanna Marie, Schutt	Dan. bk	366	Order	
Johann Smidt, Hagemann	N. G. bk	400	Bourjau, Hubener & Co	Saigon
Jylland, Dalberg	Dan. bk	267	John Burd & Co	
Kermalo, Rouille	Fren. bk	286	Grun & Co	Saigon
La Vierge, Perrot	Fren. bg	190	Order	
Lady Turner, Vincent	Brit. bk	430	Borneo Co. Limited	Saigon
L. Braun, Harten	N. G. bk	270	Bourjau, Hubener & Co	
Laura, Born	N. G. bk	270	Ed. Schellhass & Co	
Laurita, Oehlrich	Brit. sch	234	Melchers & Co	Saigon
Lightfoot, Hanaus	Brit. bk	400	Olyphant & Co	
Lizzie, Otzer	N. G. bk	314	Arnhold, Karberg & Co	Saigon
Lizzie & Rosa, O'Hagan	Brit. bk	331	Chinese	
Lorelei, Moller	N. G. bk	303	Bourjau, Hubener & Co.	
L. & Charles, Brouteile	Fren. bk	380	P. M. S. S. Co	
Ly-ee-moon, Rasmussen	Brit. bk	425	J. E. Burrows & Sons	
Matchless, Dawes	Amr. sh	1198	Russell & Co	
Madura, Wos	N. G. bg	175	Siemssen & Co	Saigon
Madura, H. Brinton	Brit. bk	313	A. G. Hogg & Co	
Macao, Lancerica	Peru. sh	603	Order	
Manila, Albarya	Span. bk		Landstein & Co	
Marie, Herveno	Fren. bk	250	F. Degenaer	
Marie, Walter	N. G. bk	452	Ed. Schellhass & Co	Saigon
Maria Louise, Hendrichsen	N. G. bk	201	Carlowitz & Co	Tientsin
Martha, Hoge	N. G. bk	291	Melchers & Co	Saigon
Mary Evans, Jenkins	Brit. bk	258	Chinese	
Meteor, Dickson	Brem. bk	500	Messageries Maritimes	Saigon
Neuhof, J. H. C. Wende	N. G. bk	401	Wm. Pustau & Co	
Noord Brabandt, Frost	Amr. bk	623	Rosario & Co	Portland
Oberon, Maybell	N. G. bk	259	Arnhold, Karberg & Co	
Onrust, Hoffman	Ned. bk	766	Gilman & Co	Callao
Onward, White	Brit. sh	606	Rosario & Co	Melbourne
Paradies, Papp	N. G. bk	368	Siemssen & Co	
Patria, Lutjens	N. G. bk	390	Paul Ehlers & Co	
Paulista, Gurceau	Fren. sh	600	Grun & Co	
Peiho, Holdt	N. G. bk	239	Arnhold, Karberg & Co	Saigon
Pepita, Erquiaga	Span. bk	362	Remedios & Co	
Prospector, Duncan	Brit. bk	237	Russell & Co	
Prosperity, Demsky	Siam. bk	476	Chinese	
Race Horse, Kruse	Siam. bk	361	Chinese	
Resolution, John Stabell	Brit. sch	140	Bourjau, Hubener & Co	Saigon
Sampan, Rasmussen	N. G. bk	291	Wm. Pustau & Co	
San Francisco, Schierenberg	N. G. sch		Wm. Pustau & Co	Bangkok
Sara, Juan Andrace	Peru. bk	600	A. Olano	
Schiedam, Houskooder	Ned. bk	693	Aug. Heard & Co	Taiwanfoo
Schwan, Bave	N. G. bk	280	Siemssen & Co	
Sea Belle, Goggin	Brit. bk	307	Jardine, Matheson & Co	
Shanghai, Echavarros	Span. bk	264	Remedios & Co	
Siamese Crown, J. J. Witt	Siam. sh	530	Chinese	
St. Anne, B. Harinne	Fren. bg	275	Captain	
Shooting Star, Langfeldt	Siam. sh	618	Chinese	
S. & Elizabeth, Borden	Ned. bk	610	D. Lapraik & Co	
Sumatra, Latham	Brit. sh	778	Gilman & Co	
Suwa, Warntees	N. G. bk	96	Wm. Pustau & Co	Saigon
Taikun, Hollar	N. G. bk	376	Wm. Pustau & Co	
Taloe, Thompson	N. G. bk	342	Wm. Pustau & Co	Tientsin
Tek-ki, Petersen	N. G. bk	350	Wm. Pustau & Co	
Telegraph, Harrows	Siam. bk	302	Chinese	
Theresa, Jessen	N. G. bk	364	Ed. Schellhass & Co	
Triton, Asmussen	N. G. bk	578	Arnhold, Karberg & Co	Saigon
Veloce, Andre	Fren. bk	425	F. Degenaer	Saigon
Veritas, Fiehre	Swed. bk	268	F. Degenaer	Manila
Villa de Granada, Bazen	Fren. bk	274	Siemssen & Co	
Windhover, P. Rose	Brit. bg	207	Rosario & Co	Sydney

H. B. M. Ships in the China Squadron.

Name.	Rig.	Guns.	H.P.	Captain.	Where At.
Avon,	doub. sc. gun vs.	4	120	Comr. Tracey	Foochow
Adventure,	sc. st. transport	2	400	Comdr. Adlam	Hongkong
Banterer,	sc. st. gun-boat	2	60		Hongkong
Barrosa,	Steam Corvette	17	400	Capt. Lewis J. Moore	South Sea Islands
Cockchafer,	gun-boat	2	60	Lieut. S. S. Smith	Chinkiang
Curlew,	doub. sc. gun vl.	3	160	Comdr. David Boyle	Yokohama
Dove,	gun-boat	2	60	Lieut. John G. Jones	Kiukiang
Dwarf,	doub. sc. gun vl.	4	20	Comr. B. W. Bax	Amoy
Elk,	doub. sc. gun vl.	4	120	Comr. J. B. Barnett	Hongkong
Firm,	gun-boat	2	60	Lieut. J. Hext	Chinkiang
Flamer,	Hospital				Hongkong
Grasshopper,	gun-boat		60	To be sold	Newchwang
Hornet,	doub. sc. iron gun vl.	4	120	Comr. Noel Osborn	on pass. to S'pore
Iron Duke,	doub. sc. iron sh.	14	800	Capt. W. Arthur	Hongkong
Juno,	Steam Corvette	6	400	Capt. John E. E. Baird	Shanghai
Leven,	gun-vessel	3	80	Lieut. Whish	Shanghai
Manila,	Store-ship			E. Robinson	Yokohama
Meanee,	Military Hospl.				Hongkong
Melville,	Naval Hospital			Dr. Pottinger	Hongkong
Midge,	doub. sc. gun vl.	4	120	Comr. C. C. Rising	Tientsin
Nassau,	surveying sloop	4	150	Comr. Chimmo	Sulu Sea, survey
Opossum,	gun-boat	2	60	Lt. Comr. John Hope	Hongkong
Princess Charlotte,	Receiving ship	16	—	Commodore Shortt	Hongkong
Rinaldo,	screw sloop	6	200	Comr. Robinson	Hongkong
Ringdove,	doub. sc. gun vl.	4	100	Comr. Maguay	Hankow
Salamis,	pad. des. vessel	2	250	Lieut. Dolphin	Hongkong
Sylvia,	sc. survey ves.	4	150	Comr. H. St. John	Japan, surveying
Teazer,	doub. sc. gun vs.	4	120	Comr. R. M. Blomfield	Hongkong
Thistle,	doub. sc. gun vs.	4	120	Comr. H. K. Leet	Hiogo
Zebra,	screw sloop	7	200	Com. Hon. A. Denison	Singapore

Foreign Men-of-war in Harbour.

Name.	Nation.	Tons.	Guns.	Captain.
Alma,	French	4000	10	Capt. Pritzbuer
Duque de Palmella,	Italian st. cor.	750	11	Commander Ferrari
Linois,	Fren. st. cor.	496	—	Capt. Laval
Saco,	U. S. corvette	410	14	Comdr. E. Terry
Vitias,	Russian	1700	9	Capt. Naimoff

Vessel & Captain	Flag & Rig	Tons	Consignees	Destination
WHAMPOA.				
Steamers.				
Dupa, John Mann	Brit. str	852	Aug. Heard & Co	
Glengyle, Lamont	Brit. str	1206	Olyphant & Co	
Glendarroch, Hall	Brit. str	954	Aug. Heard & Co	
Sailing Vessels.				
Hera, Hoffmann	Brit. sch	572	Chinese	
Hongkong, Jacobsen	N. G. bk	327	Wm. Pustau & Co	Saigon
Michael Angelo, M. Luckie	Brit. sh	1174	Jardine, Matheson & Co	Tientsin
Oscar, Kielseth	Dan. bk	260	Wm. Pustau & Co	
Star of the North, Rawle	Brit. sh	686	Jardine, Matheson & Co	
Spartan, Carpbin	Brit. bg	218	Grun & Co	
Surprise, Chas. A. Ranlett	Amr. sh	1005	Smith, Archer & Co	
Titania, Joseph Dowdie	Brit. sh	879	Gibb, Livingston & Co	Saigon
Willy, Rohker	N. G. sch	250	Bourjau, Hubener & Co	
Wylo, Brown	Brit. sh	815	Gilman & Co	
CANTON.				
Anlan, Godsill	H.I.C.M. g-b.			
Chin-Sing, Bessard	H.I.C.M. g-b.			
Chen-to, Robinson	H.I.C.M. g-b.			
Chun-hoi, Donde	H.I.C.M. g-b.			
Demerara,			Customs Chop	
Fee-loong, Wright	H.I.C.M. str.			
Glenroy, H. W. Auld	Brit. str	1370	Gilman & Co	
Hongkong, Symington	Brit. str	1224	Siemssen & Co	
Ling-feng, Cooker	H.I.C.M. g-b.			
Namkang,	N. G. str	18	Siemssen & Co	
Sui-Tsing, Stewart	H.I.C.M. g-b.			
Sun-Chee, Palmer	H.I.C.M. g-b.			
Staunch, Hepper	Brit. str	180	Ed. Norton	
Tien-Po, De Longueville	H.I.C.M. g-b.			
SWATOW. *In port on 13th March, 1872.*				
Aarhuus, Hendsberdorf	Dan. sch	255	Diercks & Kruger	Saigon
Francis Henty, Quagle	Brit. bk	450	Master	Foochow
Lightfoot, Hunans	Brit. bk	472	Frewin & Co	Singapore
Lochbulig, Hughes	Brit. sch	333	Vincent & Co	Shanghai
R. H. Jones, Stephenson	Brit. bk	302	Vincent & Co	Newchwang
Southland, Lawrence	Brit. bk	270	Vincent & Co	
Spray, Buckminster	Amr. bk	255	Master	Shanghai
Thetis, Geltermann	N. G. bk	158	Diercks & Kruger	Shanghai
Wm. Turner, Vandervord	Brit. bk	431	Vincent & Co	Newchwang
AMOY. *In port on 23rd March, 1872.*				
Annie Scott, Colton	Brit. bg	214	Tait & Co	
Brazil, Jurgensen	N. G. bg	107	H. A. Petersen & Co	
China, Jessen	N. G. sch	178	Pasedag & Co	
Clio, Murllen	Brit. sch	181	Chinese	
Ellen Lewis, Schlutke	Brit. bk	225	Tait & Co	Singapore
Iris, Schutt	N. G. bk	202	H. A. Petersen & Co	
Johanna, Fredricksen	N. G. bk	206	Pasedag & Co	Singapore
Juno, Nielsen	N. G. bk	250	Pasedag & Co	
Mary, Dahl	N. G. sch	175	H. A. Petersen & Co	
M. Kilmansegg, Finlayson	Brit. bg	229	Elles & Co	Sourabaya
Thorhild, Andersen	N. G. bk	163	Pasedag & Co	Singapore
Titania, Lemmermann	N. G. bk	251	H. A. Petersen & Co	
SHANGHAI. *In port on 25th March, 1872.* *The names of the numerous steamers, tugs, small craft and receiving hulks employed on the Yangtsze are not included in this table.*				
Adelia, McCaslin	Amr. bk	334	Master	
Argonaut, Nicolson	Brit. sh	1072	Jardine, Matheson & Co	
Britain's Pride, Collins	Brit. bk	418	Chinese	
Clara Babayan, Holmes	Brit. bk	367	Frazar & Co	
C. Christine, Fisher	N. G. bk	286	Bourjau, Hubener & Co	
Columba, Youngson	Brit. bk	314	Master	
Eldorado, Clarke	Amr. sh	688	Olyphant & Co	Swatow
Falcon, Dunn	Brit. bk	703	Gibb, Livingston & Co	
Island City, Brown	Brit. bk	420	Frazar & Co	
Janet Holt, McDonald	Brit. bk	540	Chinese	
Lass of Gawler, Dixon	Brit. bk	123	Chinese	
Lulu, Hallett	Amr. sch	231	Chinese	
Mindic, Joubert	Fren. bk	455	J. S. Baron	
Pak Wan, Upton	Brit. sh	707	Reid & Co	
Rifle, Elliott	Brit. bk	334	Bourjau, Hubener & Co	
R. of Australia, Desborough	Brit. bg	332	Aug. Heard & Co	Swatow
Takasima, Lucas	N. G. bk	639	P. Maclean & Co	
Undine, Shearer	Brit. sh	704	Jardine, Matheson & Co	Swatow
Vesta, Perry	Amr. bk	800	Mustard & Co	

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